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# The Hongkong Telegraph.

FOUNDED 1861 NO. 22,322 六拜禮 號二十月一十英港香 SATURDAY, NOVEMBER 12, 1927. 日九十月十

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## FALL OF HANKOW IMMINENT.

## RIVAL ARMIES HEAVILY ENGAGED.

## ATTACKERS ONLY 40 MILES FROM CITY.

## UNREST AT CHINKIANG.

The principal news to-day in the China situation is that in spite of offering much resistance to the armies of Nanking, General Tang Seng-chi's defenders of Hankow are being forced to retreat. The imminent arrival of Nanking forces at Hankow has increased tension at that port and there is much disorganisation.

Vessels on the Yangtze have been subjected to further firing from the banks, and at Spit Hill, which is 40 miles below Hankow, where the Hankow-Nanking armies are heavily engaged, it is dangerous for boats to pass.

At Chinkiang, the Commissioner of Foreign Affairs is afraid that he will not be able to control the military, and he has therefore intimated that he cannot guarantee the safety of Britishers visiting the Concession.

H.M.S. Robin, operating near Dosing, was able yesterday to go to the aid of a tow boat which was being fired on by pirates. The gunboat fired at the bandits with her main armament and dispersed the bandits.

## BRITISH GUNBOAT SHELLS PIRATES.

Hankow, Nov. 12. From the Yangtze area it is increasing tension is evident reported that all ships passing among the Chinese population, Spit Hill, about forty miles below which is watching events closely. Hankow, are subjected to fire from both rifles and field guns. Troops about forty miles from Hankow of both the Nanking and Hankow armies appear to be concerned. indicate that although the Wuhan troops are offering stubborn resistance and heavy losses are being suffered by both Nanking and Hankow, the troops loyal to Gen. Tang Seng-chi are being forced to retire.

It is felt in Hankow that the arrival of the Nanking forces is imminent, and the disorganisation which will naturally result in the city's affairs is providing cause for apprehension among both foreigners and Chinese.—Naval Wireless.

## BANDITS SHELLED.

### A West River Incident.

Canton, Nov. 12. Bandits have been very active in the Saiman region since the end of October. On October 30th, they led an attack on Saiman city, but were repulsed by the Merchant Volunteers.

Another abortive attack was made on October 7th, the bandits losing many men, while yesterday the attention of the bandits was directed at the Dosing-Saiman towboat. They fired on her from Sun Sha Island at about noon yesterday, but fortunately H.M.S. Robin appeared on the scene, her commander, ordering fire to be opened with her main armament.

The bandits dispersed in confusion after the discharge of a few shells.—Naval Wireless.

## TROOPS OUT OF HAND.

### Fears at Chinkiang.

Chinkiang, Nov. 12. The large number of troops now in Chinkiang, some having come from the North bank, are getting out of hand on the admission of the Chinese Commissioner for Foreign Affairs.

In a communication to the British Consul he has stated that he is not in a position to control the military, and therefore cannot guarantee the safety of British subjects visiting the British Concession.—Naval Wireless.

## FIRING ON YANGTSE.

### Dangers for Vessels.

Shanghai, Nov. 12. Marshal Chiang Kai-shek has returned to Shanghai from Japan.

## BRITISH TRADE ON UP GRADE.

## BIG IMPROVEMENT FOR OCTOBER.

## TEN MONTHS' INCREASE.

London, Nov. 11.

An improvement in British Overseas Trade for October is recorded in the Board of Trade return issued to-day.

The exports for the month totalled £61,000,000, being an advance of half a million as compared with September, while the imports amounted to £105,000,000, being an increase of three millions as compared with September.

A comparison of the first ten months of the present year with the same period of 1926 shows that the increase in exports during that period is about £30,500,000.

Though the increase during October was not great the last three or four months have actually been responsible for the greater part of the increase of the ten months.

Thus showing that the export trade of the country has received an extraordinary impetus in a short time. Coal has almost reached the level of 1926 and iron and steel manufactures are actually £1,000,000 above those of 1926. The volume of exports of machinery, too, is almost equivalent to two years ago.

Imports for first ten months of this year, however, declined by nearly £10,000,000 on 1926 and over £67,000,000 on 1925.—British Wireless.

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## THE BLUE NILE DAM AFFAIR.

## A "SATISFACTORY" DISCUSSION.

London, Nov. 11.

Doctor Warnock Martin, on his own initiative, visited the Foreign Office to-day and discussed with the appropriate officials the matters raised in reports regarding his visit to America.

The conversation was of an entirely satisfactory nature. Dr. Martin will shortly leave London on his return to Abyssinia.—British Wireless.

The reference is to the alleged granting by Dr. Martin, the Abyssinian plenipotentiary, to an American company, of the concession to build a dam on the Blue Nile.

## GERM OF ANOTHER LOCARNO.

## FRANCE AND YUGO SLAVIA SIGN NEW PACT.

Paris, Nov. 11.

M. Briand and M. Marinkovitch, the Yugo-Slav Foreign Minister, signed the Franco-Yugo-Slavian treaty of friendship and arbitration at the Quai D'Orsay this afternoon.

M. Briand in a statement to pressmen emphasised that the treaty contained nothing directed against anyone, and might even be the germ of a new Locarno pact.—Reuter.

## PEKING CLAIMS.

### Fall of Kweihuan.

Peking, Nov. 11.

The Ankuochun claim the capture of Kweihuan at the extremity of the Peking-Suiyuan railway. There are now more than 60,000 Fengtien troops in north Shansi holding the whole railway, with Hwaihuan the furthest town occupied on the march to Taiyuan-fu.

A message received by the Cabinet to-day from Chang Chung-chang claims that the Chihi-Shantung forces north of the Yellow River have crossed over and entered Kalfeng, cutting off the Kuomintang retreat, but no confirmation of the report is obtainable.—Reuter.

## SHIPMASTER'S BIG FINE.

## DUTCH COMPANY TAKING ACTION.

Rotterdam, Nov. 11.

The Holland-Australia Line, owners of the steamer Almkerk, whose captain was recently fined £5,000 by the Perth (West Australia) tribunal for having prohibited Chinese immigrants aboard, has decided to replace all Asiatic hands on the Almkerk by Dutchmen.—Reuter.

It will be recalled that the captain of the Almkerk was charged in Perth after a number of Chinese stowaways had been found on board his ship.—Reuter.

## ARMISTICE DAY.

## LONDON'S SOLEMN REMEMBRANCE.

## THE ALLIES' TRIBUTES.

London, Nov. 11.

This evening, one of the most impressive celebrations of the Armistice is being held.

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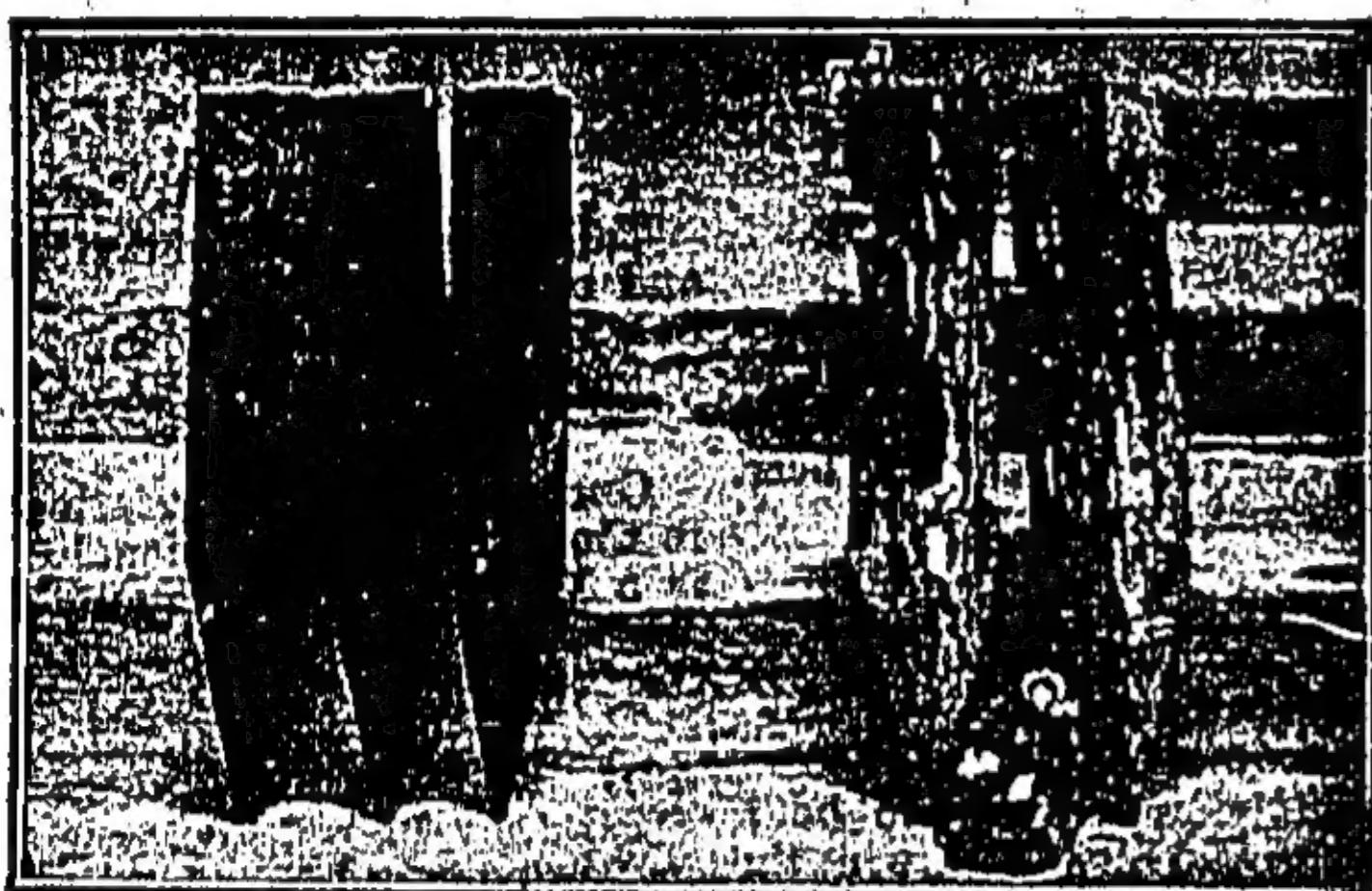
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Emulsion  
*The protector of life*ANNUAL E.A.S.M.A.  
DINNER.ASSOCIATION WITH HIGH  
IDEALS:

Memories of war days were recalled at the Volunteer Headquarters last night when the Ex-Active Service Men's Association held its annual Armistice Day dinner, there being a record attendance and many prominent guests. During the dinner the band of the King's Own Scottish Borderers played favourite tunes, including many old songs popular in the war days, and the choruses of these were sung lustily. The gathering was a distinguished one, including representatives from the Navy, all the regiments now in the Colony, the Air Force and the Government, and speeches mainly stressing the comradeship which developed amongst all ranks during the war were made.

Lieut. Col. F. Hayley Bell, President of the Association presided. Others present were—H. E. the Officer Administering the Government, the Hon. Mr. W. T. Southorn, C.M.G., Commodore J. L. Pearson, C.M.G., Col. C. Russell Brown, D.S.O., Major R. A. Wolfe-Murray, D.S.O., M.C., Lieut. Col. W. C. P. Russell, D.S.O.; Lieut. Col. R. G. Clarke, C.M.G., D.S.O., Col. Sir Victor Mackenzie, Bt., D.S.O., M.V.O., Major J. Macready, D.S.O., Major F. C. Roberts, V.C., D.S.O., O.B.E., M.C., Squadron Commander Macpherson, Capt. Whyte, A.D.C. to H.E., Lieut. R. Q. F. Johnson, A.D.C. to the G.O.C., Paymaster Commander H. Rogers, the Hon. Mr. W. E. L. Shenton, the Hon. Mr. E. R. Halifax, C.M.G., Mr. J. W. Franks, Mr. J. H. Seth, Mr. H. J. Pearce and Mr. J. E. Mackenzie, Vice-Presidents of the Association, Mr. E. S. Carter, chairman, E.A.S.M.A.; Mr. C. L. Edwards, vice-chairman, and Mr. R. J. Hunt, Hon. Secretary.

After the Royal toast had been given the Silent Toast was honoured, buglers sounding the Last Post and Reveille while those assembled stood in solemn silence. Proposing the toast of "The Services," Commander G. B. Hartford R.N. (retired) said that memories of the war were growing dim but there was one thing which stood out as much as ever it did, one thing of which the gathering present that night was a magnificent illustration, and that was the sense of comradeship, mutual understanding and respect which existed between the sister Services. This was due to a great extent to their mutual co-operation during the war (Applause). The sense of comradeship would remain with them during the remainder of their lives and he ventured to predict that this comradeship would pass on to those succeeding them.

He went to give an illustration of what he termed co-operation between the Navy and the Army during the war relating to the visit of a party of bluejackets to the Western Front during the war, with somewhat disastrous results to a trench, his reminiscences causing considerable laughter. He congratulated the E.A.S.M.A. on having such an efficient leader as Lt.-Col. Hayley Bell. His leadership had contributed in no small measure to the present efficient state of affairs. He also spoke of the fine work which had been accomplished by the Hon. Secretary of the Association, Mr. R. J. Hunt.

Reply for the Navy.

Replying on behalf of the Navy, Commodore J. L. Pearson, C.M.G., said they were commemorating the first Armistice Day. Looking back he often wondered what their feelings were when they realised that the war was finished. They had all lost something in the war, relatives or friends, whom they thought were irreplaceable. The country was heavily in debt, the outlook was none too bright, but at the present time they could see that they had taken hold and tackled their many difficult problems with the same spirit as they had during the war period.

There was no doubt in his mind but that they would emerge into a stronger and more united nation (Applause). In other ways they had gained something from experience. Many lasting friendships had been formed in the trying period from 1914-1918, and these friendships formed during the period of stress should never be permitted to fade away.

The country had been accused of deteriorating, but so long as the spirit of determination which had enabled it to carry on during the war remained, they need have no fear of their country's future (Applause).

The Army Reply.

Col. Russell Brown, replying to the toast of "The Services" on behalf of the Army, said he was sure they would all regret that the General was unable to be present. His wife and charming daughter had arrived from England that afternoon, and he had asked the speaker to assure the gathering that he took the liveliest interest in the Association.

Continuing, Col. Russell Brown said that when he found that the General could not attend, he thought all had better do their best to appeal to the Commodore on the subject of co-operation, and let him reply to the toast of both Services. The "silent" Service was silent, however, and the appeal fell on deaf ears. (Laughter).

Continuing in humorous vein, Colonel Russell Brown thanked the Association for its hospitality.

The Visitors.

Proposing the toast of the visitors, Mr. C. L. Edwards, vice-chairman of the Association, said that during the war there was a saying that old soldiers never die. If the gathering was representative of old soldiers then it took them an extraordinarily long time to fade away (Laughter). He thought the gathering was a record one, not only in attendance but by the distinguished company of guests. They were honoured by the presence of H. E. the Officer Administering the Government. That was a signal honour on that red letter day because they could say that they had entertained the highest in the Colony.

There were present several distinguished members of that elusive force, the Shanghai Defence Force, which came out and found it had to sit on concrete floors. They as ex-Servicemen could appreciate what the Sharpe had had to put up with when they first arrived. (Laughter).

He had heard a good deal of the operations of Naval men on land. He joined the Navy in the early days of 1914 as an A.B. and a very able one, and proceeded with the C.I.V.s (Churchill's Innocent Victims) to Antwerp (Laughter).

He thought there the Naval forces found that Fritz had thrown up a good deal better than they thought.

Concluding, Mr. Edwards again expressed the Association's pleasure at having the company of 50 many distinguished guests.

The Hon. Mr. Southorn.

H. E. the Officer Administering the Government, the Hon. Mr. W. T. Southorn, replying on behalf of the visitors, and proposing the toast of "The Association" said the enthusiasm with which the toast had been received, coupled with the eloquence and witty manner of its presentation should be sufficient inspiration for anyone to reply. If he failed, it would not be for want of encouragement on the part of any member of the E.A.S.M.A.

Repeating on behalf of the guests and the generosity and kindness of the Association as illustrated by the very large number of guests they had invited to share their hospitality, he had one regret. It was that he had to speak in the place of a much more distinguished officer, and he was very sorry that Sir Cecil Clementi was not there to charm them with his eloquence as they knew he well could.

He was sure that if he was not there in the flesh, he was sure he was in the spirit and would wish

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Not No Good There

BY TH WAY, GUZZ! I HEARD  
HER SINGING LAST NIGHT!  
SHE HAS AN EXCELLENT  
RANGE!HALF BAKED  
BREAD  
STEAMED PUDDINGS  
& BOILED CHEESEYEAH, BUT TRY  
ANY GET HER  
TA COOK ON  
IT!!

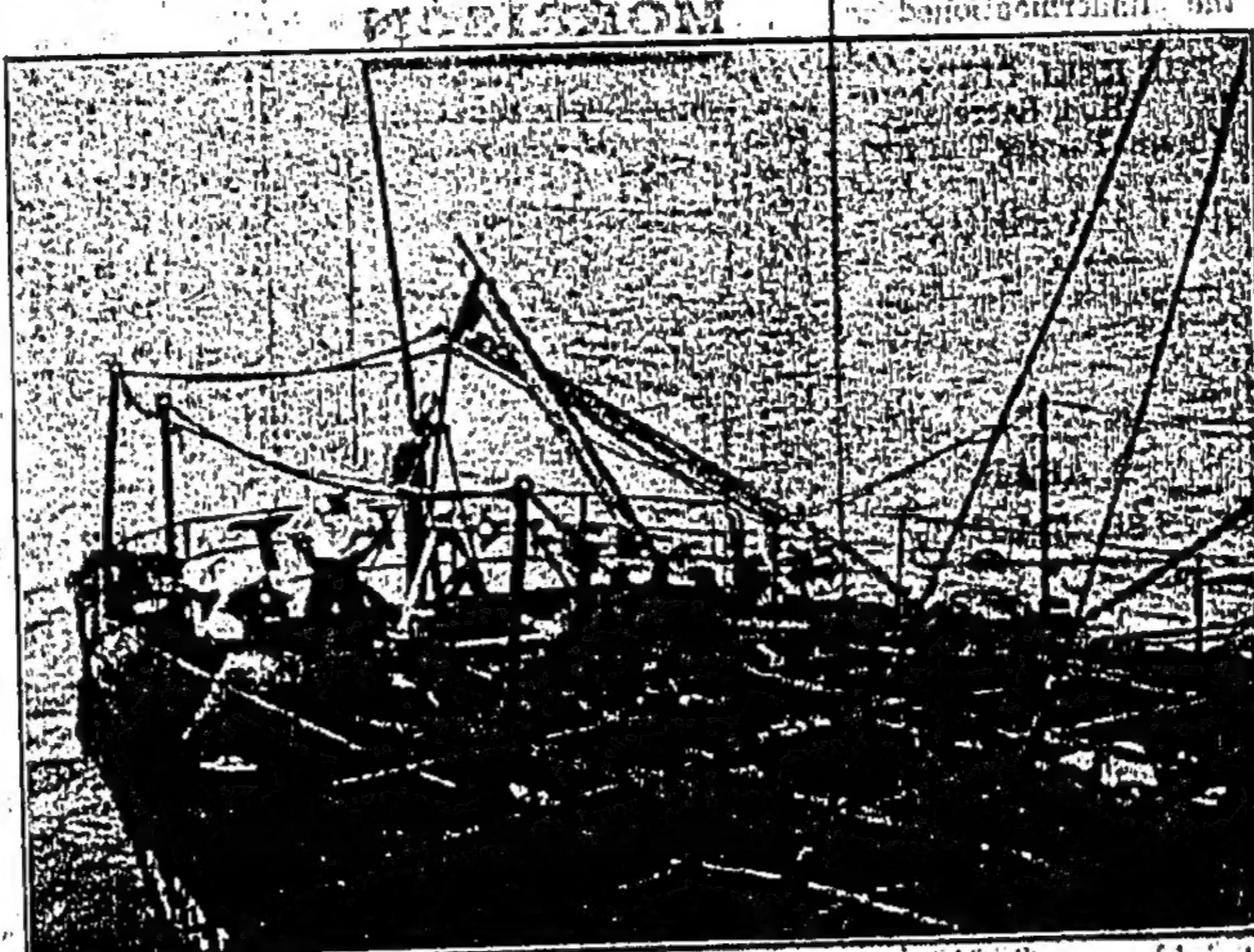
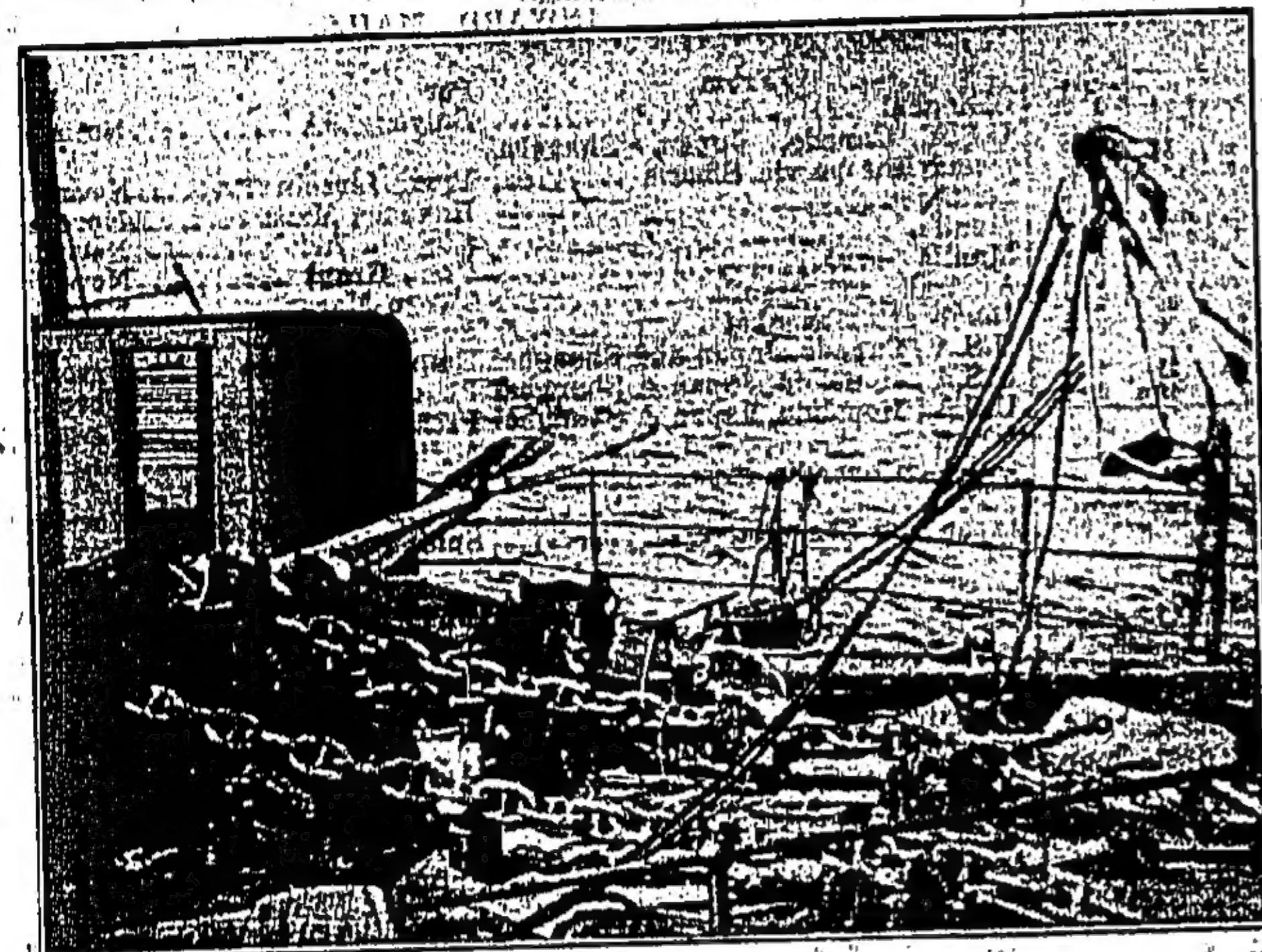
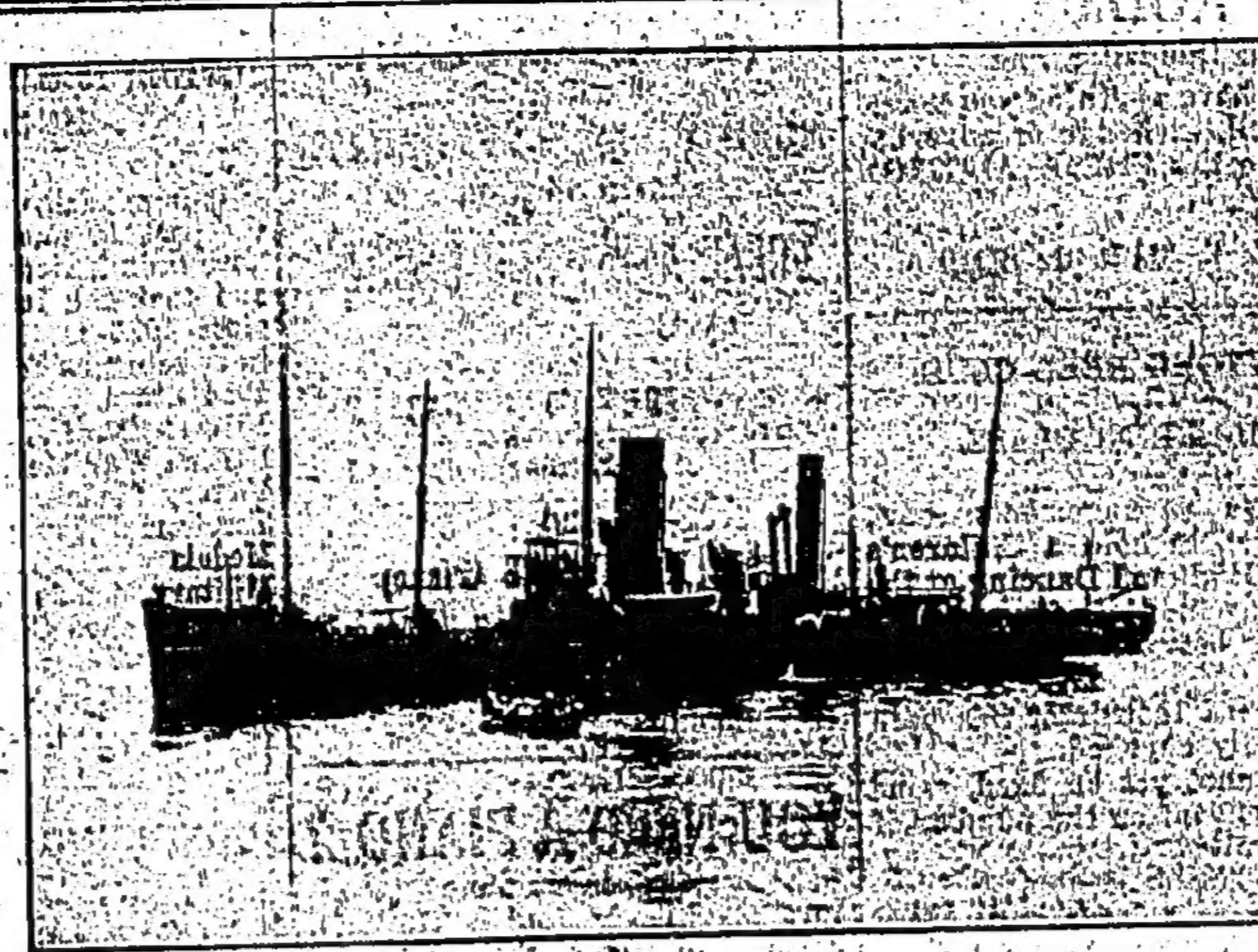
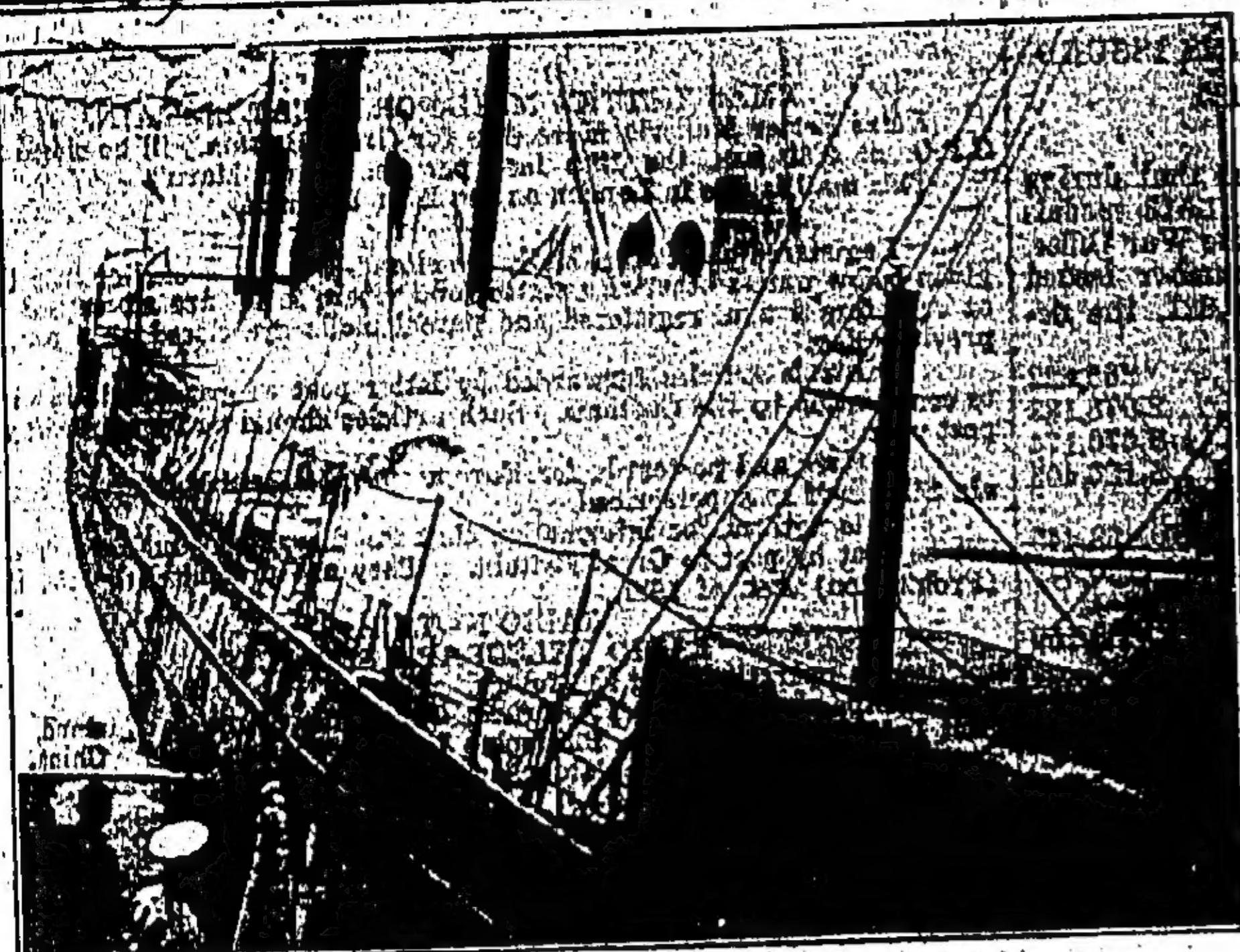
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SALESMAN SAM

WHAZZAT? YA DIDN'T  
COOK SUPPER AGAIN  
TONIGHT?NO, I DIDN'T! AN'  
IF YA WANT ANYTHING  
I EAT YOU'LL  
HAVETA GO DOWN  
T' KLOTZ'SHOW COME, GUZZ, YA  
BUYIN' STUFF  
AT A DELICATESSEN?OH, TH' WIFE'S  
KINDA TIRED  
OF GETTIN'  
MEALS, I  
GUESS!KLOTZ'S  
DELICATESSEN  
HOT DOGS  
ON ICE

EVERYWHERE.

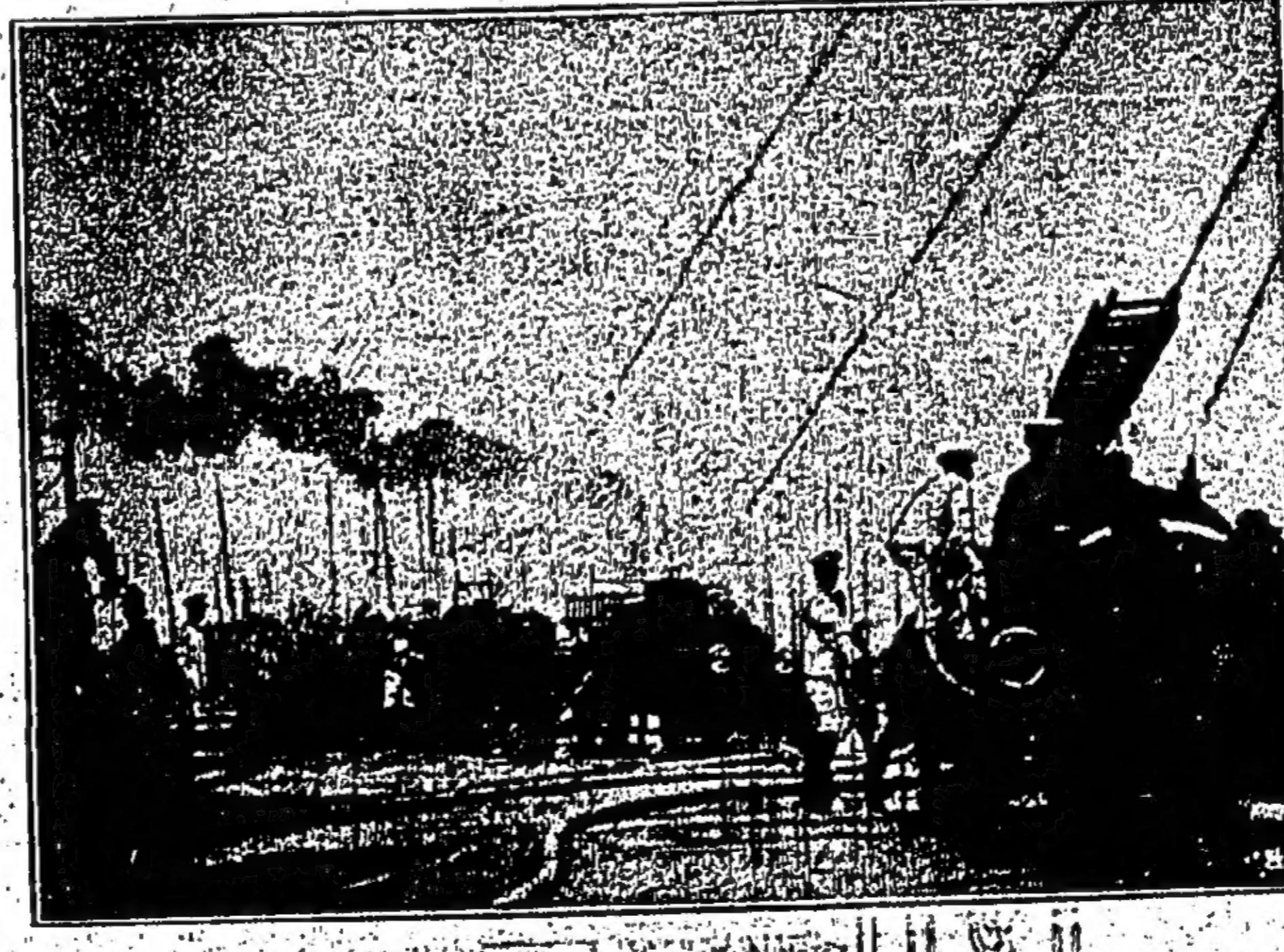
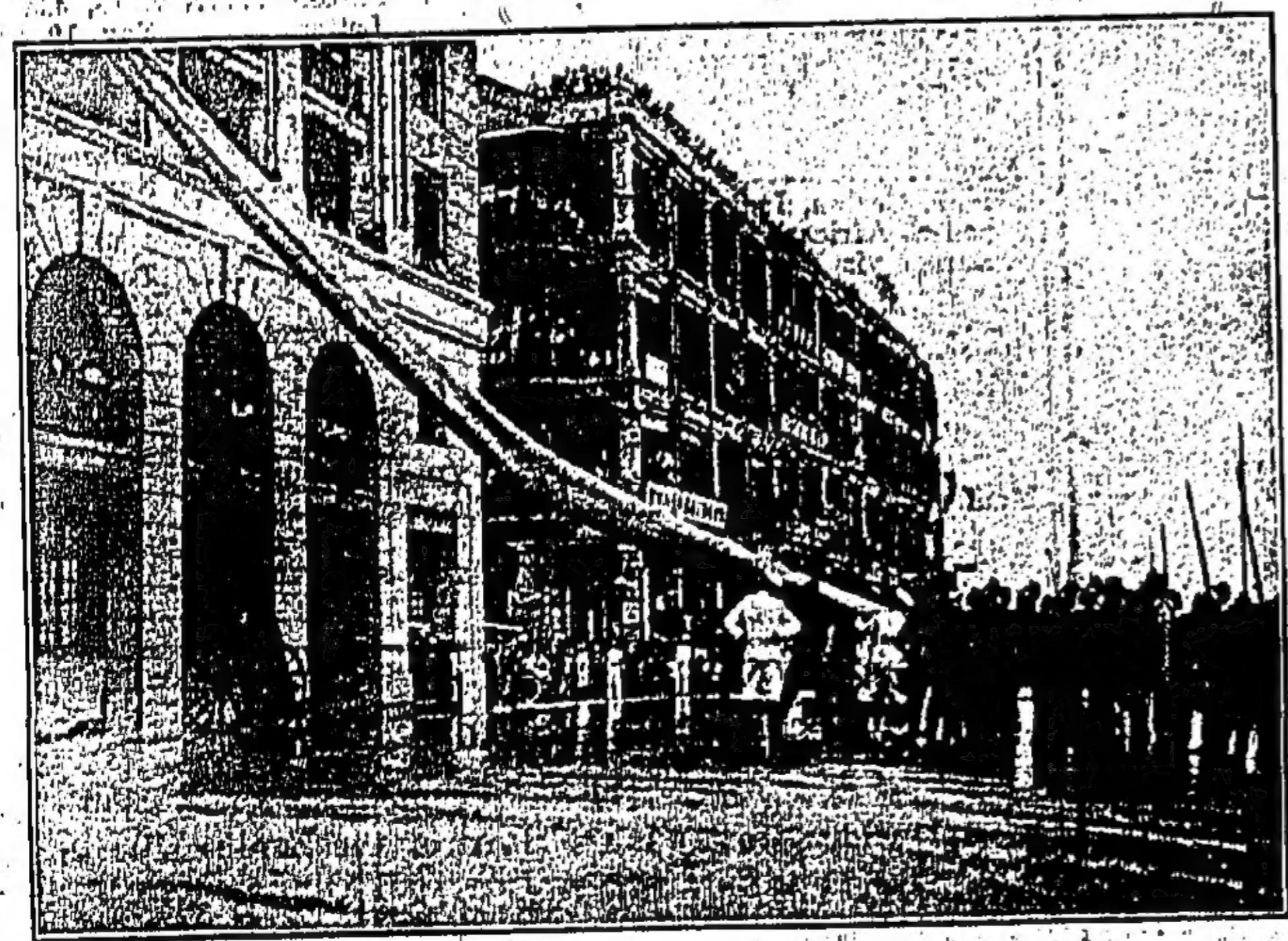
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The first pictures to be published of the thrilling Bias Bay episode, when the s.s. Irene, in the hands of pirates, was shelled by Submarine LA, fire subsequently breaking out and the vessel foundering. At top left is seen the ship ablaze; at top right, is seen the tug "Alliance" alongside the Irene just before the latter sank; at lower left, a scene on the deck of the Irene with one of the honey bears in view; and, at lower right, the gutted stern of the ill-fated vessel.



Two snapshots taken during play at the annual rugby football match between the Hongkong and Shanghai Bank and the Club.  
(Photo: Mee Cheung).



The annual competitions and demonstration of the Hongkong Fire Brigade, which took place last week, proved both an interesting event and the efficiency of the Brigade. The above four photographs were taken during the progress of the various displays, the photo at bottom right showing H. E. the Officer Administering the Government distributing prizes at the conclusion. (Photo: Welcome Studio.)

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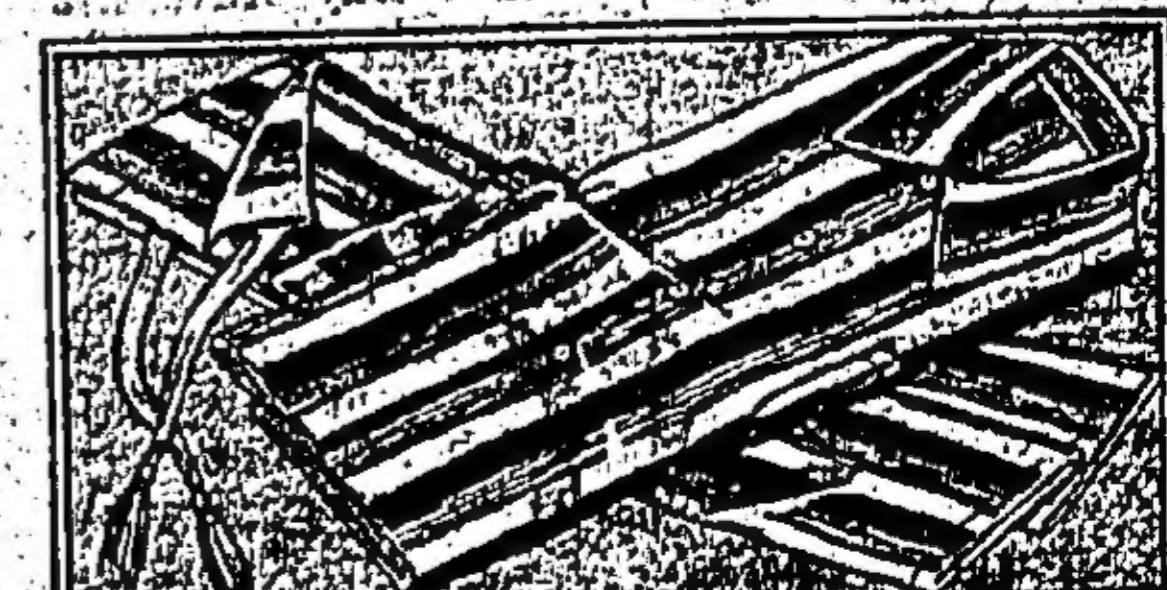
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1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 208, 210, 216, 226, 248, 259, 265, 267, 271, 272, 279

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YOUNG LADY (British) desires post as stenographer. Moderate salary to commence. Apply Box No. 283, care of "Hongkong Telegraph."

**PREMISES TO LET.**

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sung Kee, same building.

TO LET.—Flats in Orient Building, Nathan Road, good location, modern convenience. Please call up C.317 for particulars.

COMMODIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

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FOR SALE.—Teak Dressing Tables, wing mirrors; marble Top Washstands Shanghai baths; Hall Stand and table; kitchen stove. Telephone Peak 194, or write Box No. 282, care of "Hongkong Telegraph."

FOR SALE.—Fresh arrival Army Blankets, greyish brown, black stripe \$2.25 each, dozen; singly \$2.50. Superior qualities according to requirements. Reduction to charitable and missionary associations for quantities also to dealers and merchants for regular orders. Sub-agents locally and in outports required. "Montgomery Ollertron & Co.", 18, Ice House Street, ground floor, between the Carlton and the Portuguese Club, Tel. C.4630.



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DISTRIBUTORS.

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IT'S QUALITY THAT COUNTS.

**NEW ADVERTISEMENTS**

**HONGKONG JOCKEY CLUB.**

Draft Programmes and Entry Forms for the Eighth Extra Race Meeting to be held on Saturday, 26th November, 1927, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries will close at 12 o'clock noon, on Tuesday, 15th November, 1927.

**FANLING HUNT.**

Draft programmes and entry forms for the Autumn Meeting to be held on Saturday, 3rd December, 1927, (weather permitting) may be obtained from Dr. F. Pierce Grove, The Polo Club, Hongkong Club, and Causeway Bay Stables.

Entries will close at noon on Saturday, 19th November, 1927.

**HONGKONG ST. ANDREW'S SOCIETY.**

Annual Ball, Wednesday 30th November, 1927, at 9.30 p.m.

Members and guests are reminded that PRACTICE DANCES at St. Andrew's Ball will be held at the City Hall, on Tuesday, 15th instant, and Tuesday, 22nd instant, from 5.30 to 7 p.m.

It is requested by the Committee that no children be brought on these occasions and that Dancing shoes be worn by all Dancers.

Members who have not yet sent in their lists of guests are requested to kindly do so as soon as possible.

E. M. BRYDEN,  
Joint Hon. Secretary,  
c/o Lowe, Bingham & Matthews,  
Hongkong 10th Nov. 1927.

**HONGKONG HORTICULTURAL SOCIETY.**

The Annual General Meeting of the Members of the above Society will be held on Tuesday, 29th November, 1927, at 5.15 p.m. in the Board Room of Messrs. Jardine, Matheson & Co., Ltd.

All Ladies and Gentlemen interested in Horticulture, whether Members of the Society or not, are cordially invited to attend.

**AGENDA:**

To receive and pass the Committee's Report and Statement of Accounts for the period ended 30th June, 1927.

To elect Officers and a new Committee for the current year.

To fix the date of the annual Flower Show.

To discuss any matter of interest to Horticulturists in Hongkong and outlying districts.

E. B. C. HORNELL,  
Hon. Secretary,  
Hongkong, 5th November, 1927.

**CHURCH NOTICES.**

**TWENTY-SECOND SUNDAY AFTER TRINITY.**

**TO-MORROW'S SERVICES.**

St. John's, Cathedral, Hongkong Nov. 13th 1927, 22nd Sunday After Trinity. Holy Communion, 8 a.m. Choral. Sunday School, 10 a.m. Matins, 11 a.m. Preacher: Rev. W. R. Cannell. Evensong, 6 p.m. Preacher: Rev. N. V. Halward. A Social gathering in the Cathedral Hall after Evensong. Music and Light Refreshments.

Seventh Day Adventist Hall, 7, Duddell Street (first floor). Sunday, November 13th, at 8.30 p.m., lecture by Paster Lyman W. Shaw, The Hand of God in World Events. Each Sunday evening hereafter stirring Lectures will be presented on present day subjects about which the public is anxious to be informed. You are invited.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Mortals and Immortals". Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room, Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

**CHINA AUCTION ROOMS.**

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

**HONGKONG REEL CLUB.**  
**CHILDREN'S CLASS.**

Temporary arrangements have been made to hold a Children's Class for Highland Dancing at the Helena May Institute for one hour each week between 5.30 p.m. and 6.30 p.m.

A qualified Instructor has been provisionally engaged.

Fees cannot yet be fixed, same being dependent on the number of pupils enrolled.

British parents desirous of entering their children for this Class are invited to send their name to the undermentioned as soon as possible.

THE REEL CLUB,  
Hon. Secretary,  
(c/o Messrs. Palmer Turner).

**EXPERT MASSEUR.**

Cures Rheumatism, Nervousness and all kinds of chronic ailments.

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FOR THE ELDERLY

and for persons of delicate constitution Pinkeettes are a blessing because, taken when needed, they dispel constipation gently and naturally, banish sick headaches, liverishness and bilious attacks, purify the breath, clear the skin, prevent diarrhoea and dysentery, not habit-forming and neither pain nor purge. Of your chemist or post free, 60 cents per vial, from Dr. Williams' Medeline, 60, Kiangse Road, Shanghai.

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**CITY HALL**

(St. Andrew's Hall)

MONDAY, 14th NOVEMBER 1927  
at 5.30 p.m.

**VOCAL AND PIANO RECITAL**

by

Mrs. PERCY YOUNGHUSBAND

(Soprano)

and

Mr. HARRY ORE (Piano)

Admission \$2 and \$1.

Booking at Anderson's.

**YOU NEED A PIANO?**

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**MORRISON**

the only piano in the East with a

**TEN YEAR GUARANTEE.**

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**MASSAGE**

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SATURDAY, 12th NOVEMBER  
DINNER \$4.00 per head  
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Cascade is made in Canada  
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Only Malt and Hops—the "Beer  
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Your Baby's future health depends on your  
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Be guided by the experience of the great number  
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The Vitamin Milk-Food

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6 months old

or when he cuts  
his first tooth, add  
a little Glaxo Malted  
Food to his Glaxo.  
This will provide  
the best means of  
accustoming Baby  
gradually and naturally  
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where you buy  
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### THE POPE'S TEMPORAL POWER.

"HOWEVER TINY."

Rome, Oct. 13.  
The "Roman Question," which for  
more than 50 years has poisoned  
the relations between the Church  
and the State in Italy, took a new  
turn to-day, when the *Osservatore  
Romano*, the official Vatican organ,  
for the first time disclosed what  
are, according to the Vatican, the  
concessions which the Italian  
Government should make to reach  
a pacification with the Holy See.

It is necessary, says the *Osservatore*, for the Vatican to have  
temporal power in order that its  
independence may be obvious to the  
whole world. It therefore suggests  
that the Italian Government should  
form a new Papal State, "however  
tiny," over which the Holy See  
would hold undisputed sway.

Italy can do this, adds the  
*Osservatore*, without loss of dignity  
and prestige, because it was Italy  
that deprived the Papacy of its  
vast State in 1870, and therefore,  
if it should to-day restore a small  
Papal State it would be put giving  
back part of what it illegally  
took from the Holy See more than  
half a century ago.

The Vatican, continues the  
journal, does not ask for the inter-  
vention or guarantees of foreign  
Powers or international courts.

The statement has caused the  
deepest impression here. Though  
the Vatican's conditions are some-  
what difficult, because the restora-  
tion of the Papal State would cer-  
tainly encounter much opposition,  
it is nevertheless believed that a  
great step towards a solution has  
been taken. It really looks as if  
Signor Mussolini, who has always  
worked for pacification with the  
Vatican, is about to reap the fruits  
of his policy.

### JUPITER'S LIGHT.

#### ERUPTION SEEN ON DAY OF EARTHQUAKE:

Territet, Oct. 13.  
The Swiss astronomical station at Jungfraujoch (11,335 feet), be-  
tween the Jungfrau and the Monch, announces that between 6.30 and  
7.30 on Tuesday evening a gigantic and  
luminous eruption was observed  
on the planet Jupiter.

It is a coincidence that on the  
same day and at almost the same  
time a strong earthquake shock  
was registered at the seismological  
station at Zurich.

Jupiter is the largest planet of  
the solar system. Its mean dis-  
tance from the sun is about  
483,000,000 miles, and from the  
earth 390,000,000 miles. Of the  
markings on its surface which have  
given rise to much speculation, the  
most remarkable is known as the  
Great Red Spot, which varies in  
size and redness from time to time.

An early effort in this direction  
comprised the cleaning and pre-  
paration of a fleece by one set of  
members, the dyeing of it with  
size and redness from time to time.

### ENGLISH CHURCH AT COMPIEGNE.

#### THE RECONSECRATION CEREMONY.

In the presence of the British  
Ambassador to France (Lord  
Crewe) the English Church of St.  
Andrew at Compiègne, restored  
after its destruction by German  
bombs, was reconsecrated last  
month by the Bishop of Fulham.

Compiègne is renowned as a  
beautiful town, and the church has  
one of the most beautiful situations  
in it, being only some 300 yards  
from the palace and at the begin-  
ning of the great forest. The  
building seems to have been hit by  
bombs three times. The founda-  
tions and the west front remained  
—though even in the west front  
the rose window was shattered—but  
the body of the church was  
nearly destroyed, and an appeal  
for funds to rebuild it (the appeal  
embodying a letter from Marshal  
Foch) was published in *The Times*  
of March 9, 1926. Chiefly as a  
result of that appeal the necessary  
money was quickly raised, and the  
church is now completely restored.

The Bishop, preceded by the  
Rev. Marshall Selwyn, chaplain of  
the British Embassy Church in  
Paris, carrying the pastoral staff,  
arrived at the west door and  
knocked three times; and on entering  
uttered the three fold supplica-  
tion for peace "on this House in  
the name of the Father, of the  
Son, and of the Holy Ghost".

After the consecration, the con-  
gregation sang the hymn "We love  
the place, O God," and the Bishop  
entered the pulpit and delivered  
an address at the opening of which  
he paid a very warm tribute to  
*The Times*, primarily for its as-  
sistance in the rebuilding.

### VILLAGE ARTS AND CRAFTS.

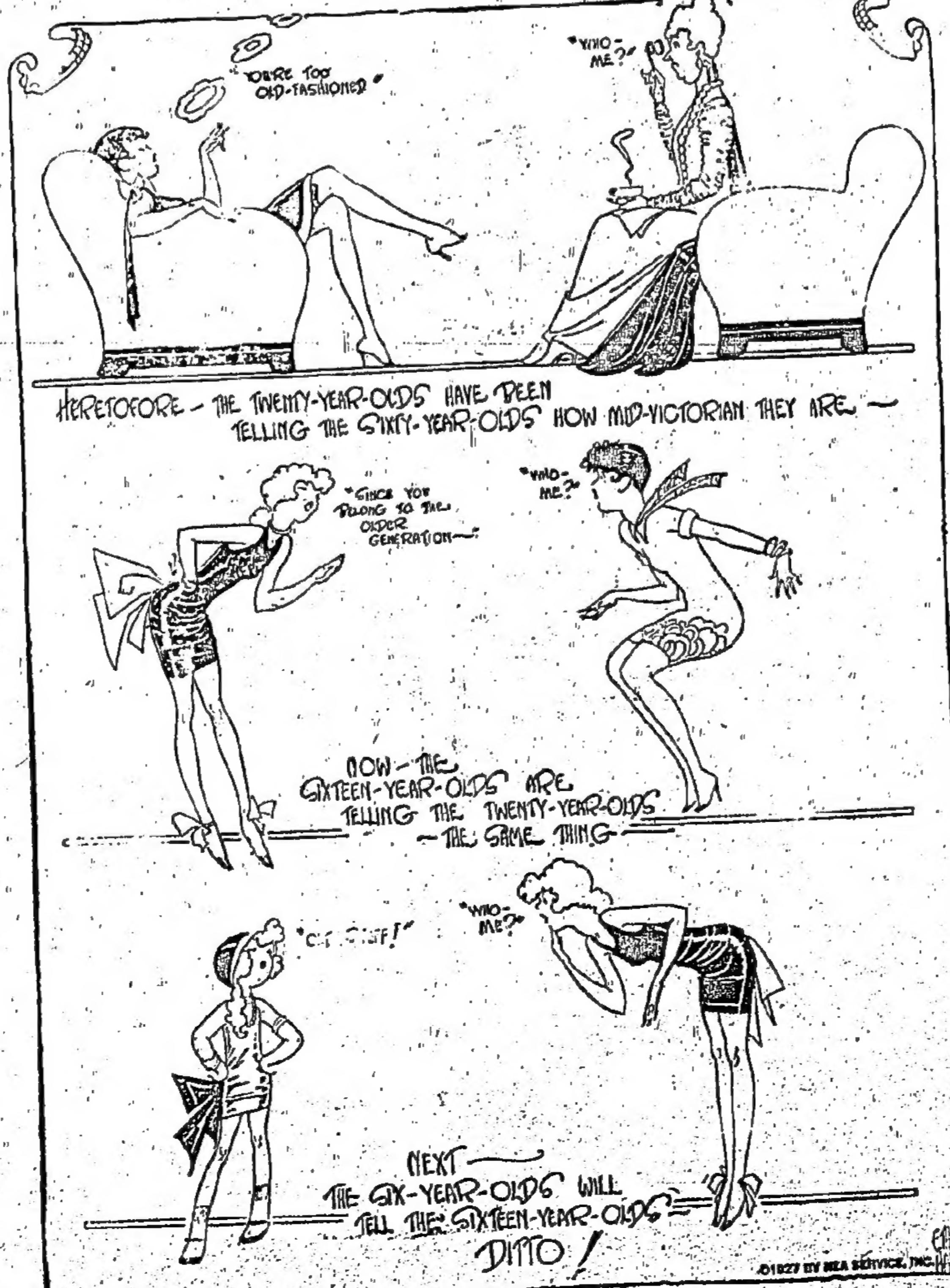
#### A RECENT EXHIBITION.

There are 3,878 women in  
institutes in England and Wales,  
in almost every village, and their  
activities are no small factor in  
the restoration of vitality to village  
life.

The part played by handicraft  
in rural activities was shown in an  
exhibition at the Imperial Institute,  
South Kensington, to which  
was sent work from every county  
but one. Needlework and stichery  
are favourite subjects. One old  
lady of 80 had done a " sampler"  
with skill and pride of workman-  
ship, and had accompanied it by  
a useful garment of the same  
quality. Some institutes are work-  
ing in the fertile field of co-opera-  
tive work.

An early effort in this direction  
comprised the cleaning and pre-  
paration of a fleece by one set of  
members, the dyeing of it with  
size and redness from time to time.

### GOAT GETTERS.



### WOMAN VICTIM OF MOTOR BANDITS.

#### ATTACK ON A BRIDGE.

London, Oct. 14.

Two motor bandits who attacked  
and robbed a young woman  
collector of a music satchel contain-  
ing about £40 in Hubert-  
grove, Clapham, S.W., yesterday  
were being searched for by the  
police.

The victim was Miss Elsie  
Marigold, of 8, Portsmouth-road,  
Cobham, Surrey. She is employed  
by Messrs. Horace Marshall and  
Son, printers and publishers, as  
a collector in the Clapham area.  
Miss Marigold had collected sev-  
eral accounts and was crossing a  
footbridge over the Southern  
Railway line between Ferndale-  
road and Hubert-grove when a  
man standing on the top step of the  
bridge pushed her aside and  
snatched her satchel.

He darted down the narrow  
approach and jumped into a  
motor-car standing with its en-  
gine running.

Miss Marigold followed him  
down the steps shouting "Stop  
thief," and ran after the car for  
some distance before she col-  
lapsed.

Several people in the street also  
tried to stop the car but it dis-  
appeared in the direction of  
Wandsworth. Eye-witnesses state  
that the car was a dark blue  
Morris-Cowley four-seater, and  
had its index plate covered with  
brown paper.

The descriptions of the men  
issued by Scotland Yard are:  
(1) Age between 34 and 40,  
height about 5ft. 4in., dark comple-  
xion, thin face; wearing  
shabby lounge suit and dark  
cap.

(2) Age about 30, height 5ft.  
2in., thin face, ruddy comple-  
xion; dressed in dark serge  
suit.

This attack is the fourth made  
on women by motor bandits in the  
past six weeks in various parts of  
London, and in each case the rob-  
bers escaped in a car.

natural dyes from the hedgerows  
(as some of the Scottish tartans  
were dyed) by another, the spin-  
ning by another, and the making  
of it into a rug by a fourth group.  
The success of the institutes has  
led to many plans for similar effort  
among women in the Dominions.  
In Australian towns like Perth, for  
example, the arts and crafts move-  
ment is strong, but what is also  
needed is encouragement of simple  
handicraft among the more  
scattered populations.

A Canadian association for this  
purpose, helped by a Canadian  
Government grant, brings before  
its members the work of profes-  
sional English artist-craftsmen.

### WHITEAWAYS

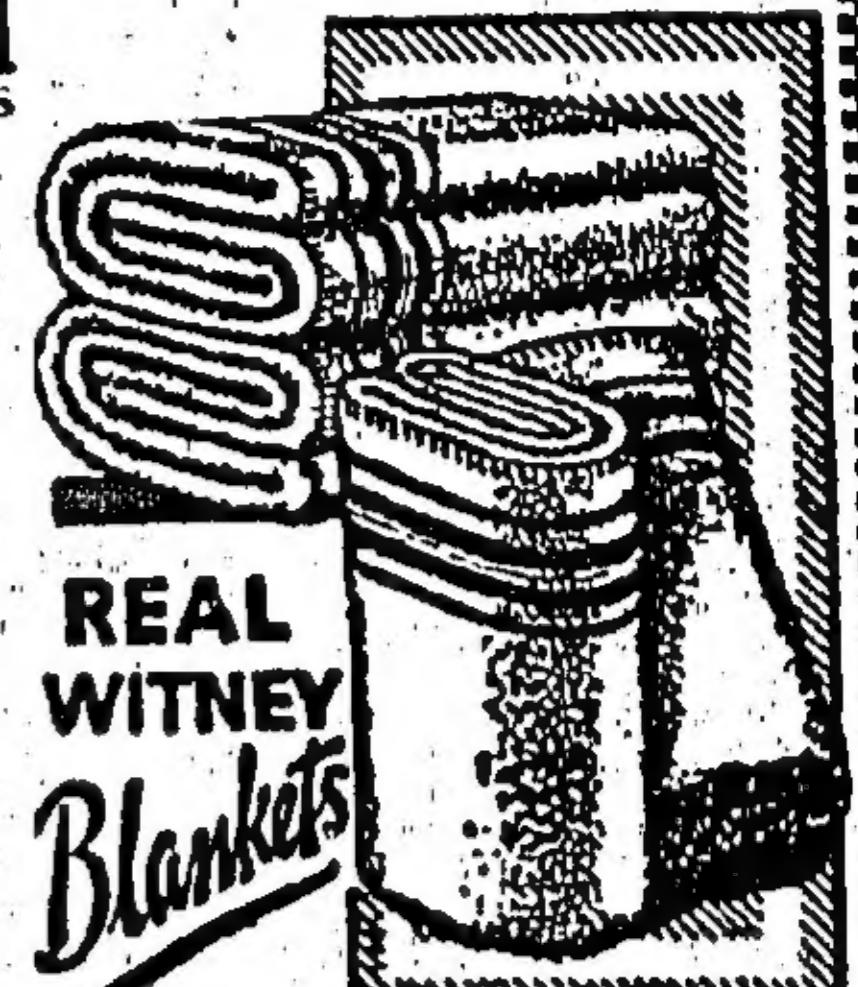
#### HOUSEHOLD FURNISHING DEPT.

### EARLYWARM BLANKETS

Chilly nights bring thoughts of warmth and blankets.  
Whiteaways have always been noted for giving the  
best value in Wool Blankets in Hongkong.

#### EARLYWARM REAL WITNEY BLANKETS

The following numbers  
are specially made for  
Whiteaways and are not  
obtainable elsewhere.



Medium quality and weight. Woven border, whipped  
ends, a good reliable Blanket.  
Size 84 by 64 in. Size 96 by 74 in. Size 104 by 84 in.  
\$19.75 & \$26.00 \$36.50 \$45.00 pair

#### PURE MERINO WOOL BLANKETS

Extremely light and warm. One of the best qualities  
obtainable.  
Cot size 32 by 46 Size 84 by 64 inches 104 by 84  
\$11.50 pair. \$59.50 pair. \$89.50 pair.

#### THE "VENUS" COTTON BLANKET

is made from soft fleecy  
White Cotton noted for  
its warmth and wear.  
A splendid bed covering  
where a woollen blanket  
would be too heavy,  
finished nice effective  
border. Will wash and  
wear.  
Size 5 inch by 76 wide  
STANDARD VALUE  
\$3.50 each



#### THE WONDER RUG

English made and of  
medium weight, this  
Tartan Rug is equally  
desirable to the tra-  
veler and to the bung-  
allow resident, pleasing  
shade and design. In  
shades of Grey, Fawn,  
Brown, Heather, Blue,  
and Navy with Tartan  
overchecks.  
Sizes 54 by 78 ins.  
STANDARD VALUE \$6.50



CAMEL SHADE ALL-WOOL  
BLANKETS in rich Fawn shade.  
Very strongly woven to ensure  
strength, noted for its warmth  
and durability with the famous  
key pattern border and whipped  
ends.  
Size 58 by 86 inches.  
PRICE \$11.50



#### TRAVELLING BUGS

TRAVELLING RUGS for  
the Boat, Car or Home use.  
English made from superior  
yarn in plain colours with  
Scotch plaid, in Light or  
Dark grounds on the re-  
verse. Heavy fringed ends.  
Size 60 by 90 inches.  
\$18.50 to \$39.50



#### DOWN QUILTS

We have a fine assortment of New Down Quilt. Well  
made and filled. Besides being useful these enhance  
the appearance of your bedroom.  
For Single Beds \$29.50 to \$59.50  
For Double Beds \$39.50 to \$115.  
FIRST FLOOR SHOWROOMS  
Whiteaway Laidlaw & Co., Ltd.  
HONGKONG.



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Of course it's good enough—as fresh and clean as the day it was bought. That's what "International" Cleaning methods do for a garment. We bring back the bloom of newness to faded silks, satins, woollens, sheer fabrics, no matter how delicately tinted, without injury to material or colors.

The International Dry Cleaning and Dyeing Company.

19 Wyndham Street, 36 Nathan Road.  
Hongkong. Kowloon.

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C. INGENHOL  
Sold by  
YOURS TRULY  
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22, Des Vœux Road, C. (Phone: C. 1858.)

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FOR THE BEST GROCERIES AND PROVISIONS, FRESH MEAT, FISH AND EGGS AND POULTRY, WE OFFER YOU THE BEST VALUE OBTAINABLE.

Special Terms to Messes

NAVY AND ARMY CONTRACTORS  
WHY NOT GIVE US A TRIAL?

SANG LEE  
69B Des Vœux Road. (Old Fire Station.)

"No wall covering like Water Paint, no water paint like HALL'S DISTEMPER—the OH-BOUND Water Paint."



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**Messrs. SISSONS BROS. & CO., LTD.**  
HULL, ENGLAND.  
Sole agents for Hongkong and South China  
**WILLIAM C. JACK & CO., LTD.**  
1st Floor. Powell's Building.

FOR SANITARY, FITTINGS  
AND BUILDERS' MATERIALS  
Inspect our Stock.

Estimated Free for Sanitary  
Engineering and Building Materials

GAY KEE  
69, Des Vœux Road, Central, Tel. C. 5503.

### WRONGFUL ARREST OF PRESSMEN.

### POLICE OBSTRUCTION CHARGE DISMISSED.

### A LONDON TRIAL.

Mr. Norman W. Rae, 30, a journalist employed by the *Evening Standard*, was acquitted at Marylebone Police Court in mail week of the charge of obstructing Police-Inspector Simpkin on the occasion of the fire at a film waste factory in Redhill-street, N.W., on September 9.

It was alleged that when the police were clearing the street after the fire Mr. Rae refused to go away, and defied Police-Inspector Simpkin to arrest him.

All I need say is that, having weighed and considered all the evidence to the best of my ability, the prosecution has failed to satisfy me that the defendant obstructed the inspector or that his arrest was justified. With regard to the alleged happening subsequent to the arrest, that issue is not before me. I therefore express no opinion thereon. The defendant is discharged.

### Great Expense.

Mr. J. D. Cassels, K.C., who defended, having asked for costs, Mr. Bingley said:

The police always ask me to give them costs if they win. Whether my decision is right or wrong, this defendant has been put to vast trouble and expense. I think the defendant had to defend himself, no doubt at great cost. He was arrested, I think, wrongfully. He has been in the dock before me on four occasions. I think I should be doing nothing unreasonable if I allow him 20 guineas costs.

Mr. Cassels, addressing the magistrate for the defence, said there were discrepancies in the police evidence which were a most unsatisfactory feature of the case. It was admitted by the police inspector that he told some workmen not to give "these fellows" any information.

What right had the police inspector to instruct a member of the public not to give Pressmen information?" asked Mr. Cassels. "The police have important duties to perform. They are entitled to be in complete authority, so far as the public are concerned, wherever an incident like a fire has occurred, but they are not censors of the Press."

Mr. Bingley said it was admitted that the firemen and salvage men were not being obstructed.

### Mr. Rae's Version.

Mr. Rae, giving evidence on his own behalf, said he had completed his story and went back to see if the photographer on the staff of the *Evening Standard* wanted to send negatives or go back to the office in his car. He saw two Pressmen named Neaney and Rogers in Redhill-street talking to some workmen, and went over to them. Almost immediately Inspector Simpkin came over and said to the workmen, "Don't give these fellows any information." He told the police inspector he had no right to order the workmen away, and the inspector said he would put him out, too.

Mr. Rae said he pulled out his police pass and the inspector said: "If you don't get out, I will take you to Albany-street." The inspector said he must get witnesses and called over two constables who "punched me round the corner." He was about to cross the street when he got another punch in the back. He pulled out his pass and asked why he was being assaulted. P.C. Lay said, "Get out," and the next moment he was swung round, his arms were twisted behind him, and he was turned round towards Albany-street. He said: "I am not a criminal. I will willingly walk to Albany-street."

Mr. Bingley: Why did you say that?

Mr. Rae: I was being run along the street with my head bent forward and my arms back.

Asked what happened at the police station, Mr. Rae said: "I was marched up two or three steps to a door. The door was opened by P.C. Lay and he gave my arm another twist which sent me forward into the charge-room."

Mr. Rae said that he asked the police sergeant in the charge-room to put him in communication with his office, but the sergeant refused.

Mr. E. B. Knight (for the police): The Press representatives are little persistent, are they not?

Mr. Bingley: Of course, they are; it is their duty to do.

Mr. Daniel Rogers, a journalist employed by the *Daily Express*, said that while he was with Mr. Rae the inspector told them to clear out, and they began to go. "As I was going round the corner a policeman struck me twice in the back," said Mr. Rogers.

Mr. Bingley: Why did he do that?

Mr. Rogers: I do not know why he did it. We were walking along. Mr. Bingley gave his decision as stated above.

### HUDSON'S WONDER BRIDGE.

### GREAT ENGINEERING TRIUMPH.

### TO COST G.\$60,000,000.

New York.—Man-made grandeur strikes anew at the supremacy of the wonders of nature in the mile-and-a-half bridge across the Hudson River, work on which began at a joint New York-New Jersey celebration the other day.

Five years from now, when the last rivet has been driven, the stupendous structure will be one of the world's greatest sightseeing attractions, rivaling the Eiffel tower as a marvel of engineering achievement.

A single span twice as long as any other ever attempted will be the centrepiece. It will curve 200 feet above the waters of the Hudson at its centre. Its length will be 3,500 feet. The span will be suspended from monumental steel and concrete towers on each bank of the river, the tops of which will pierce the sky to a height of 625 feet above water level.

### A Dream of 71 Years.

Completion of the bridge will crown a dream of 71 years. In 1856, an anonymous writer in "Valentino's New York Manual" prophesied that the "Mighty West" would "require a bridge to bear its products across the Hudson to the metropolis of the Western Hemisphere—probably near Ft. Lee and Ft. Washington 200 feet above high water level, with three piers to suspend the bridge from Ft. Washington to Jersey."

The prophecy is coming true with uncanny precision save as to the piers. To-day's engineering wizardry finds two piers enough.

Ft. Lee is to be the terminus of the bridge on the western side.

With the magnificence of conception which marks plans for the bridge, the cost will be in keeping. New York and New Jersey expect construction expenses to total G.\$60,000,000.

Engineers retained to direct large and small phases of construction comprise a young army. One of them is General George W. Goethals, the Panama Canal builder.

In fashioning the structure, these engineers will toy with 120,000 tons of steel and concrete. Into the holes that will be dug to receive the supporting tower at Ft. Lee, a modern 10-story apartment house could be dropped. Archways under each tower would accommodate an 18-story skyscraper.

### 8,148,000 Vehicles a Year!

The bridge at first will have two 24-foot roadways, accommodating two to three lanes of travel each, and two six-foot sidewalks. It is estimated that in a year the bridge will carry 8,148,000 vehicles, 18,898,000 passengers, 1,413,000 pedestrians and 497,000 buses.

Additional roadways may be provided later.

Parallel cables supporting the center span will have a diameter of 37 inches. Each will contain approximately 27,000 quarter-inch wires. Each cable must have a carrying strength of 330,000 tons, as against a carrying strength of 45,000 tons for each cable of the Brooklyn Bridge.

Boring for the tower foundations, a process remotely like plugging a watermelon, have located the strongest rock bottom sites for the towers. Accordingly, the New Jersey tower will be built 100 feet inside the pierhead line, while the Manhattan tower will be right by the water's edge.

Natural rock anchorage for the cables is provided in the dolomite New Jersey Pallades. But in Manhattan, the anchorage will be built of solid concrete, faced with granite.

### Pay as You Cross.

New York and New Jersey bond issues will pay for the bridge. Tolls will pay off the bonds eventually. Each pleasure car and truck will pay 50 cents, each bus G.\$1, and each passenger or pedestrian five cents.

This herculean accomplishment will be as beautiful as it is useful, for it is being designed to fit architecturally into the background of the gorgeous river formation. It is to span.

You are a despicable scoundrel. Morally you have a man's death on your conscience. This man was driven to suicide through being unable to understand why his business was not paying, and then you rob his widow." These words were uttered by the Southampton magistrate when sentencing William Howe, 60, butcher, to six months' imprisonment for stealing from his employer, Mr. Frank Roles, who recently committed suicide, and from Mrs. Eleanor Roles, the widow.

# Three Castles CIGARETTES



ALSO PACKED IN  
REGULAR.  
20¢ AND 50¢

MADE FROM THE FINEST TOBACCO ONLY

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

A-198

A picture that ranks among the greatest—

SOMERSET MAUGHAM'S Thrilling and Sensational Story

# THE MAGICIAN

Produced by the man who made

THE FOUR HORSEMEN  
MARE NOSTRUM  
& SCARAMOUCHE

REX INGRAM

with

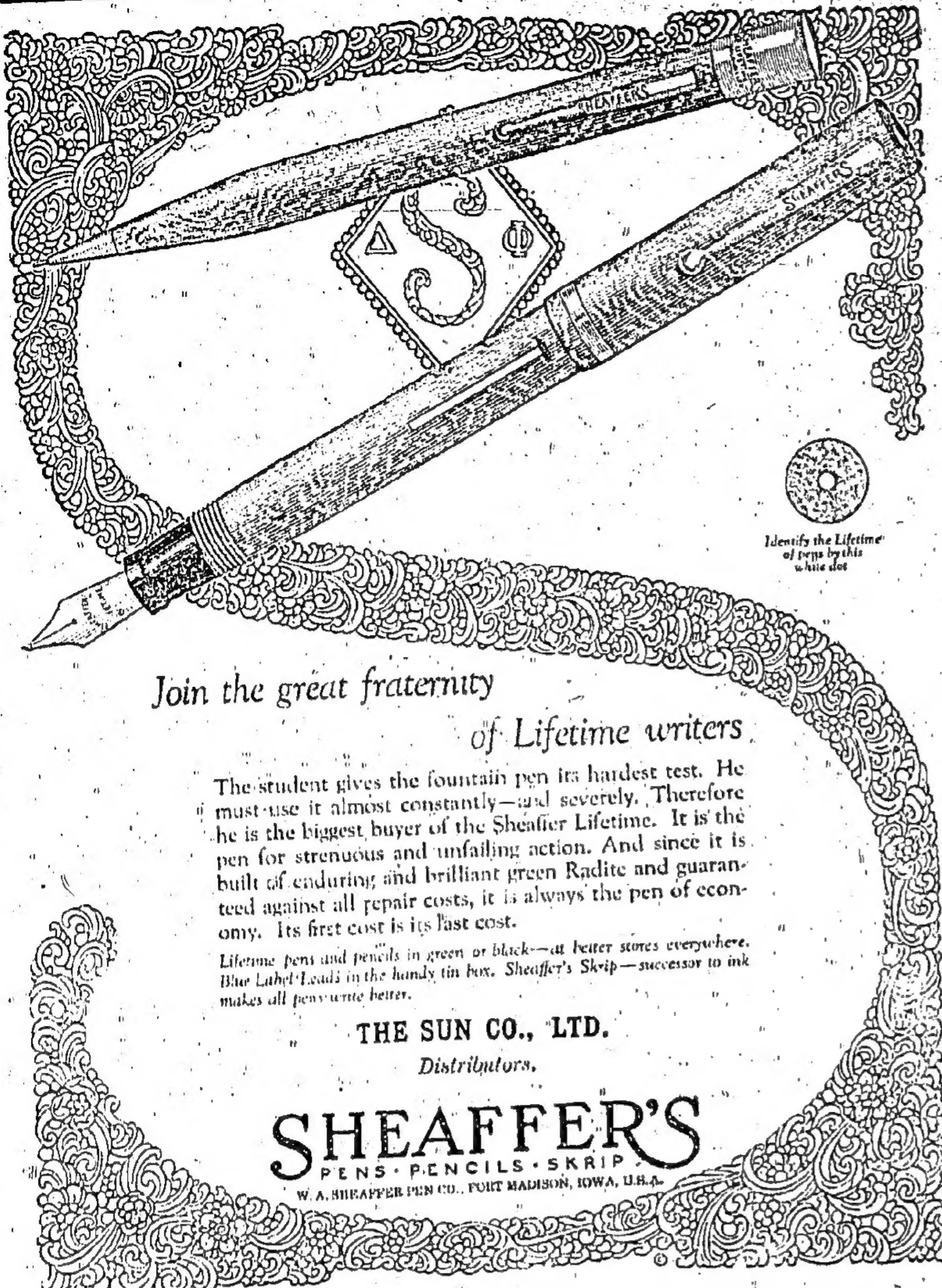
ALICE TERRY  
and  
PAUL WEGENER

Coming to the

QUEEN'S WEDNESDAY  
TO  
SATURDAY

November 16th to 19th.

An anniversary dinner of the Dickens Fellowship gave Mr. G. K. Chesterton an opportunity to celebrate the genius of Dickens, to prophesy on the future of his novels, and to lament our present lack of a great satirist. Mr. Chesterton put the last point in a characteristic way. What was needed in this modern world was someone like Dickens to make game of the real conditions and features of our own time. That was, however, difficult to pray for, because Mr. Chesterton proposed the memory of "that great master of laughter, that gift of the gods for the blasting of folly and crime."



## STAR THEATRE

MR. CHARLES CHAMIER'S

London Vaudeville Company

## THE NEW

## OUR CABARET

In a series of Intime Revues with  
NEW SONGS—NEW SKETCHES—NEW DANCES.

## TO-MORROW

Sunday, November 13th at 9.15 p.m.  
and Monday, November 14th.

## HEY! HEY!"

Tuesday &amp; Wednesday, November 15th &amp; 16th.

## COCKTAILS"

Thursday &amp; Friday, November 17th &amp; 18th.

## HONI SOIT"

Saturday, November 19th.

## A LA CARTE"

Sunday, November 20th.

## HERE &amp; THERE"

Monday, November 21st.

## POT POURRI"

Booking at Moutrie's and the Star Theatre

PRICES \$3, \$2 &amp; \$1.

## ROUGE PERMANENT



Only one application per day necessary.

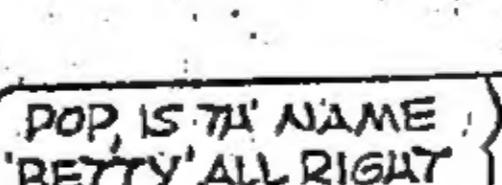
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THE COLONIAL DISPENSARY  
14, Queen's Road, C. Tel. C. 1877.

## FRECKLES AND HIS FRIENDS



## A Boy's Name!



IT'S QUALITY THAT COUNTS



## GARDEN FETE.

## ST. PETER'S YOUNG MEN'S CLUB FUNCTION TO-DAY.

The St. Peter's Young Men's Club garden fete opens to-day and will doubtless attract a large crowd. The opening function is being performed by Mrs. Southorn, the wife of H. E. the Officer Administering the Government, who, on her arrival, will review the 5th Troops of the Hongkong Bay Scouts and will then be introduced to the assembled gathering by the Hon. Dr. R. H. Kotewall, the Club patron.

Among the special features of the fete are an afternoon concert, a tea dance, a supper dance and a concert on the roof of the Club. The last named will be given by the "J-Pans" under the direction of Miss Violet Capell. During the afternoon a naval band will be in attendance and the Titania Melodians will supply the music at the supper dance.

The Hongkong and Shanghai Hotels, Ltd., have arranged a special continuous bus service from Blake Pier to the Club House, commencing at 2 p.m.

## The Stallholders.

The following is a list of the stallholders:

Refreshment Stall: Misses R. Mow Fung (Conveyor), M. White, M. Woolley, M. Kacker, P. Hynes, E. Atkins, Miss L. Mackenzie, E. Rodgers, K. Grose, D. Leung, Minnie Lee, Buckland, E. See Chin, V. Mackenzie, B. Choa, I. Rodgers, I. Grose, A. Hynes, R. Cole, B. Pope, R. White, Mrs. Payne, Mrs. Thomas, Mrs. Cooper, Mr. F. Bradley, Mr. Randall, Mr. G. Kotewall, Mr. James Kotewall, Mr. J. Burrow, Mr. S. C. Ho, Mr. W. A. Zimmern, Mr. G. S. Ladd, Mr. V. A. Shaw, Mr. H. G. Kew, Mr. S. Chenaloy.

Entertainment (Concerts, etc.): Rev. N. V. Halward (Conveyor), Mr. W. A. Shen (Secretary), Mr. A. Leong, Mr. E. G. Stewart, Mr. R. Leong, Mr. A. Greaves, Mr. E. Zimmern.

Finance Committee: Mr. A. E. Lea (Treasurer) to the "Garden Fete," assisted by Messrs. MacIowin, F. A. Peterson, J. L. Macpherson, N. Attaway, H. A. Allen, A. Peake, B. Randall, A. Hancock and A. W. Miller.

Erection and Construction: Mr. G. W. R. Griggs, assisted by Messrs. A. W. Millar, J. M. Shroff, Allan Ng Kin and others.

Sale of Golliwogs: Misses Lenhard and M. Lea.

"Sale of Cupids": Miss Phyllis Hunt.

Organising Secretaries: Messrs. G. S. Zimmern, Peter Pau and W. A. Shea.

Kicking the Football: Mr. E. Zimmerman, assisted by Mr. E. Birtwistle.

Knocking Down Pipes: Mr. G. Beard, assisted by Mr. Dyer.

Slippery Sam: Mr. Conrad, assisted by Messrs. A. Lea and G. W. Mitchell.

Cocoa Nut Shy: Mr. Edge, assisted by Mr. C. Lea.

Rifle Range: Mr. C. A. Grimes.

Toys Stall: Mrs. Earle and Mrs. Shelshear, assisted by Misses F. Wong, H. Yuen, H. Surh and Mr. S. Jenys.

Sweet Stall: Miss E. Yuen, assisted by Misses B. Santos, H. Kew, E. Kew, D. Ellis and Mr. A. E. Perry.

Lucky Ring: Miss E. Samy assisted by Mrs. P. Yee, Misses R. Randall and Mr. J. M. Shroff.

Hoopla: Mr. P. Stands, assisted by Mrs. Hunt, Miss Hunt, Mrs. J. H. Hunt and Mr. Dorner.

Flower Stall: Mr. G. W. R. Griggs, assisted by Miss Clark, Mrs. Millar, Miss Leonard, Miss Grimes and Mrs. Allan Ng Kin.

Guessing Competition: Mr. W. M. Gittins, assisted by Misses J. and C. Ho Tung, Misses I. and K. Rapp, Misses I. Gittins and Nancy Leong.

Gold Fish Stall: Miss C. Hamson, assisted by Miss N. See Chin, Misses E. and K. Fox.

Fish Pond: Mr. E. Luscombe, assisted by Mr. John Lang.

Squares Stall: Miss W. Cheung, assisted by Misses H. Hunt, G. Gutierrez and Messrs. A. and S. Cheung.

## NEW ITEMS.

## OUR CABARET AT THE STAR THEATRE.

Every item in the revue "Hey! Hey!" with which Mr. Charles Chamier's London vaudeville company, the new Our Cabaret, opens its season at the Star Theatre tomorrow night, is new to the Colony. The songs, sketches and dances will therefore have the added charm of novelty, and a thoroughly enjoyable evening may be expected.

Among the sketches to be presented tomorrow night is a clever burlesque dealing with Frith-blowers in the time of Turan-khamen—a time which it can be imagined gives plenty of scope for the company to display its comedy talent. Another amusing sketch is entitled "Honeymoon Hall."

The company has returned from the North strengthened in numbers and talent, and in addition it will have the advantage this time of the services of a vivacious comedienne in Miss Muriel Varna who was unable to appear last August owing to illness. Booking for the whole season is now open at Moutrie's and the Star Theatre at the popular admission prices of \$3, \$2 and \$1.

While the New Our Cabaret is at the Star Theatre the movie programme will be limited to one performance at 5.30 daily, with the usual changes of programme during the week. The picture tomorrow and Monday will be Zane Grey's thrilling story of a historic adventure, "To the Last Man" with Richard Dix and Lois Wilson in the leading roles.

## "THE MAGICIAN."

## SOMERSET MAUGHAM STORY FILMED.

"The Magician," a powerful story from the pen of Somerset Maugham, author of "The Painted Veil," "Rain," and other well-known books, will be screened at the Queen's Theatre next week, as announced in a special advertisement appearing in this issue. The picture was produced in Europe by Rex Ingram, the man who made "The Four Horsemen," "Mare Nostrum," and "Scaramouche" and it is in every way a masterly production.

The popular American star, Alice Terry, a noted German actor, Paul Wegener, and a handsome young Serbian play the leading roles, the two men as magician and surgeon, respectively, fighting for the soul of the girl. The action of the story is very thrilling and the settings, including many famous beauty and historical spots in Europe, are most effective.

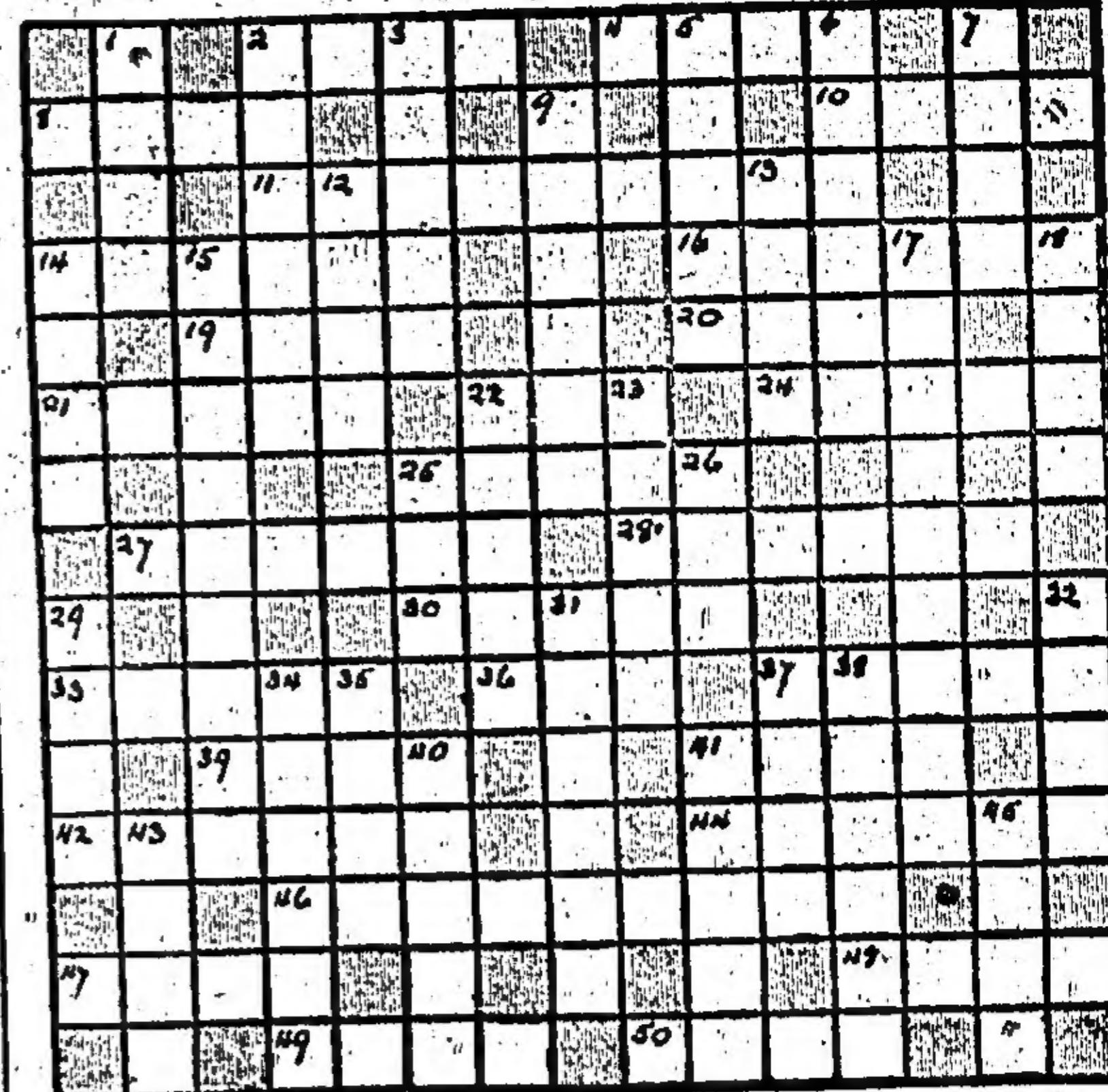
Twenty Cents Raffle: Mrs. D. Fok, assisted by Misses N. Zimmern, E. Sue, B. Sue, L. Sue, W. Sue and Mr. W. Sue.

Flower Pot Competition: Mr. E. B. Grose, assisted by Mr. E. Ho Kwong.

Clock Golf: Mr. H. M. Kew, assisted by Miss D. Fung and Mr. F. Zimmern.

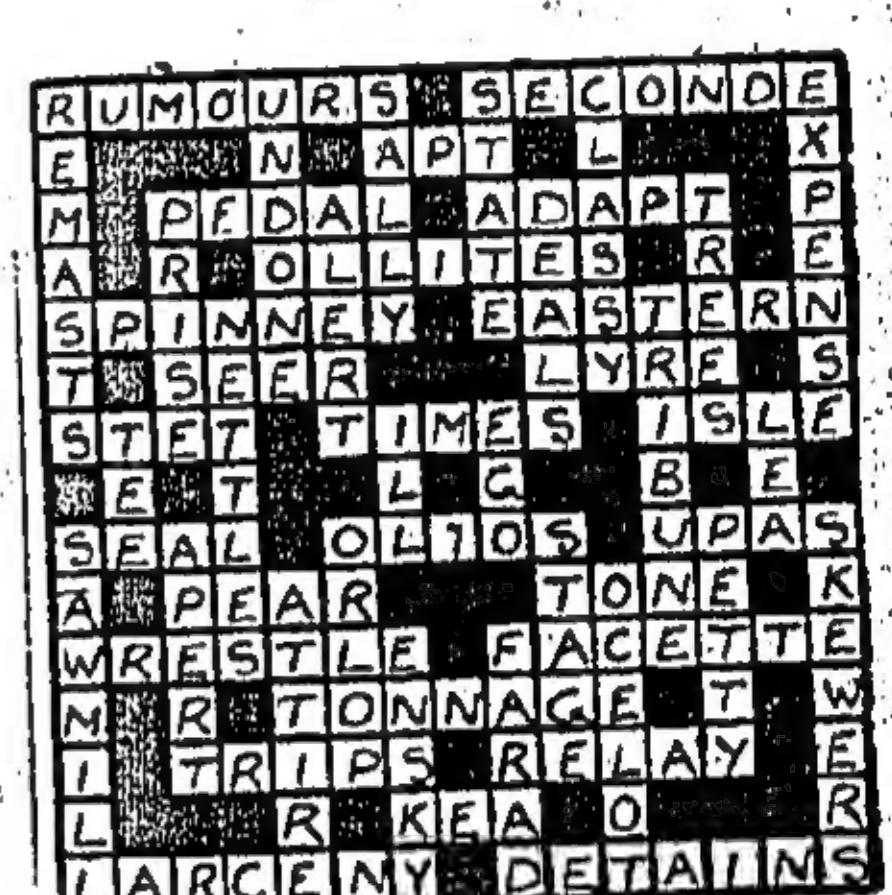
Miscellaneous Stall: Miss M. Yuen, assisted by Misses B. and R. Wong, D. Lopes, A. Gutierrez and Messrs. J. Way and E. Cunningham.

## OUR CROSSWORD PUZZLE.



- Across:  
2 Favourita.  
4 Render unconscious.  
6 Residence.  
10 Person's decease.  
11 Old form of punishment.  
14 Large sofa.  
16 Hot curdled milk.  
18 Evils.  
20 Pace.  
21 Turns on an axle.  
22 Prefix used to knight's name.  
24 Prepared for publication.  
25 Staff.  
27 Activity.  
28 Australian animal.  
30 Small horse.  
33 Raw hides.  
36 Abolish.  
37 Disappoint.  
39 Consumes.  
41 Part of the boot.  
42 A petty despot.  
44 Sentiments proposed for general acceptance.  
46 Management.  
47 Bridle.  
48 Always.  
49 Formal act of religion.  
50 Pressed with the foot.

Yesterday's Puzzle.



- Down:  
1 Achieved.  
2 Instrument for pounding.  
3 Useless plants.  
5 Entrapped.  
7 Well known tree.  
12 Relate.  
13 Love to excess.



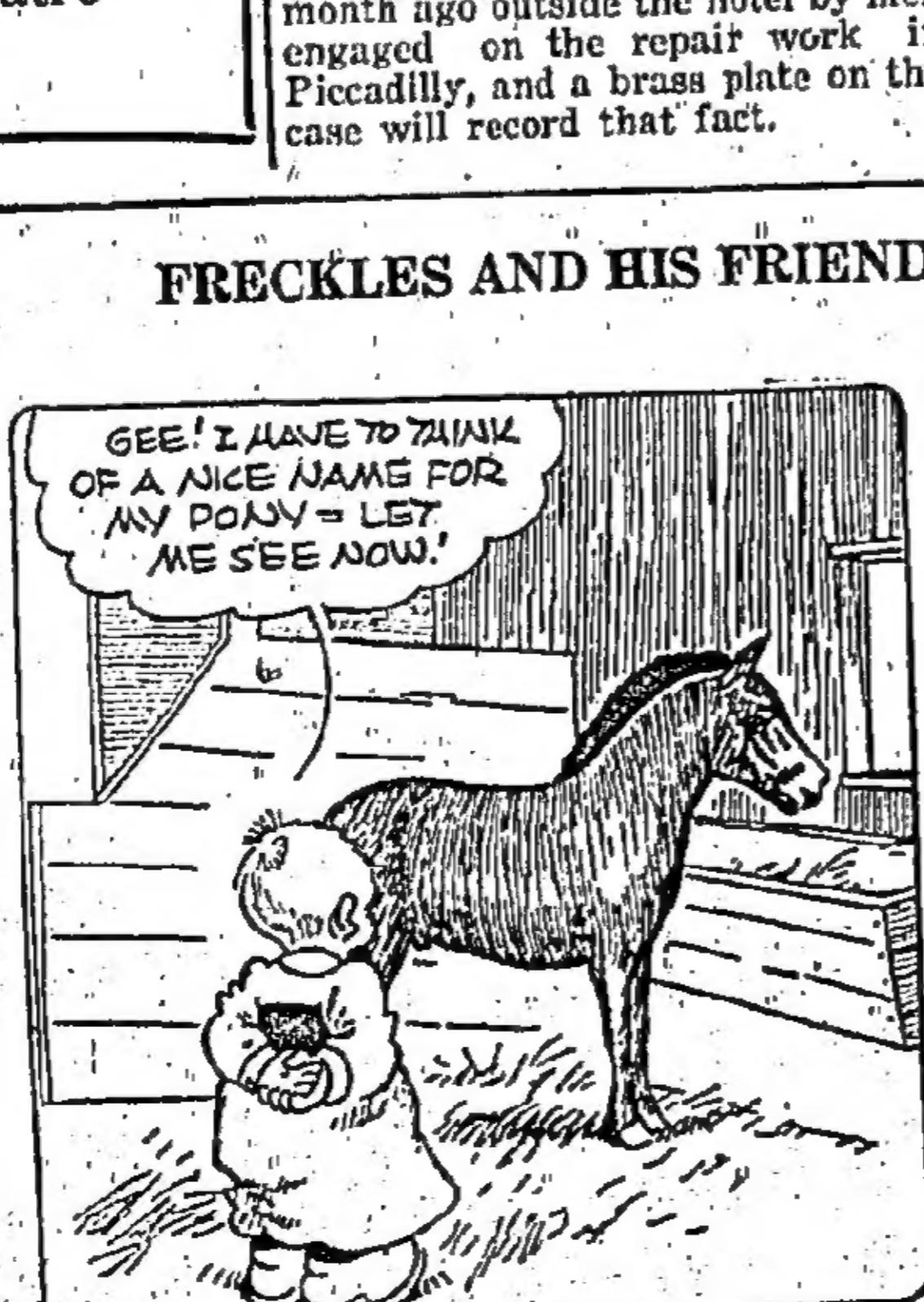
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**THE FAR EAST OXYGEN & ACETYLENE CO., LTD.**  
HEAD OFFICE—48 Rue Saint-Lazare-Paris.  
HONGKONG BRANCH Office: P. & O. Building, 5th Floor Phone C. 2244  
M.J.E. GUILLOT Manager Works: To Kwa-wan—Phone K. 788  
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EVERYTHING FOR THE WELDER AND CUTTER.

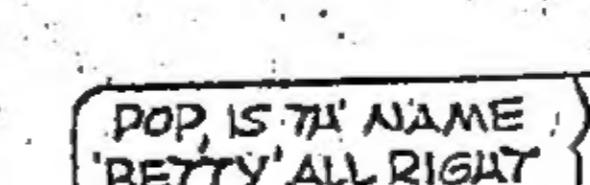
By Blosser



## FRECKLES AND HIS FRIENDS



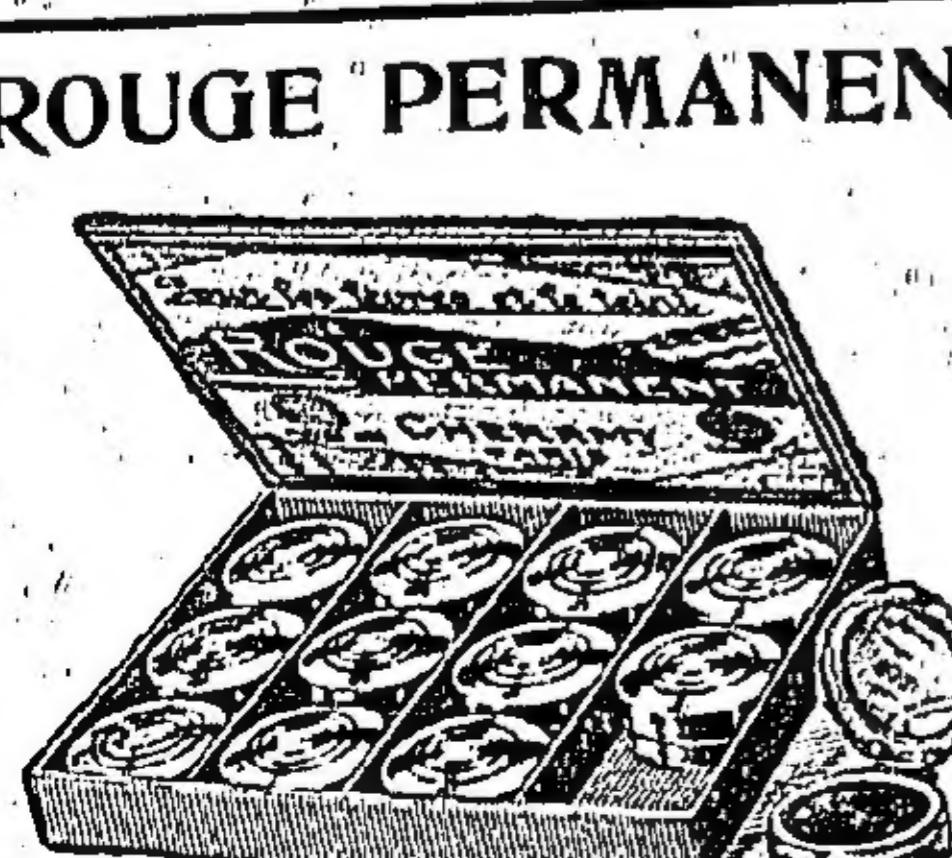
## A Boy's Name!



IT'S QUALITY THAT COUNTS



## ROUGE PERMANENT



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# SOUTHWELL'S LEMON & ORANGE SQUASHES.

Impart the delicious flavour  
essential to every  
good

## COCKTAIL.

A. S. WATSON & Co., Ltd.

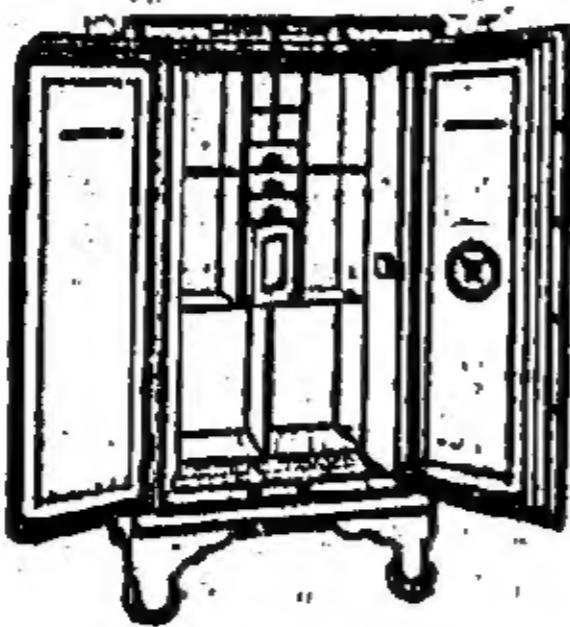
THE HONGKONG DISPENSARY.

## MUSICAL MASTERPIECES

on

### VICTOR RECORDS

(Orthophonic Recording)



#### AVOID RISKS

from fire and burglary  
by keeping your records  
and valuables in a  
**HERRING-HALL MARVIN Safe.**

We carry in stock a comprehensive range of safes suitable for the requirements of Banks, Offices and the Home, and inspection is cordially invited.

A.H.H.M. Safe is a sure protection ag'inst fire and burg'ary.

#### Mustard & Co., Ltd.

Incorporated under the Companies  
Ordinances Hongkong.  
Alexandra Buildings,  
Des Voeux Road Central?

### The Hongkong Telegraph.

SATURDAY, NOVEMBER 12, 1927.

#### HOME UNEMPLOYMENT INSURANCE.

So far there has not been much local comment on the new Unemployment Insurance Bill which has obstinately remained. The Government, then, has taken, as has long been obvious it must take, the common-sense view of the situation. It cannot at present afford to cut down contributions to the Fund unless it also cuts down benefits, and it cannot cut down benefits without gravely impairing the social usefulness of the scheme. To say this is not to say that the system as it stands is ideal. In many quarters it is argued that the State ought to contribute higher proportion of the total cost of benefit than it does, in view of the fact—already stressed—that the incidence of unemployment is so largely upon a limited group of industries, the desperate condition of which constitutes a national problem.

#### Mr. Churchill's Claim.

One cannot help reading the report of the claim made by Mr. Winston Churchill, the Chancellor of the Exchequer, as given yesterday in a wireless message, without realising that he is attempting to justify himself, as head of the financial administration of the present Government. Thus a certain amount of special pleading is to be expected; nevertheless, after shaking due allowance therefore, it has to be admitted that he makes out a very good case. Undoubtedly the Conservatives came into power at a most unfortunate time, with industrial crises imminent, and much to do in the way of correcting past errors of judgment and trying to stem the tide of financial chaos that came as an aftermath of the war and of subsequent labour trouble. The big strike last year dealt a heavy blow at the country's monetary resources; and that conditions have not been worse speaks volumes for the courage and ability of those whose unenviable task it has been to try and mend matters. This year has not seen much improvement, chiefly owing to the slow recovery of trade, and the trouble in China, which has had its inevitable reaction at home. The Chancellor has dealt briefly with foreign policy, and I must say that the maintenance of peace abroad is calculated to react favourably on commerce and industry, his references were appropriate. He claims that, despite all the handicaps they were obliged to face, the Conservative Government has done well by the country. The two years remaining of normal life for the Government, he states, offer a better chance of cleaning up some of the arrears into which the country's finances have fallen. All shades of political opinion will probably hope that the Government will be given the opportunity to make good its promise.

burden of dealing with the displaced miners cannot be laid upon the backs of the ratepayers in our "devastated areas"—who are largely miners themselves. The overhauling of the Unemployment Insurance scheme ought, then, to have preceded by a special consideration of the problem of the coal-mines.

The Bill does, however, jettison completely the financial proposals of the Blanesburgh Committee and, excepting for very small modifications, the present financial arrangements of Unemployment Insurance are to stand. The failure of the Government to incorporate in it the Blanesburgh proposals, which envisaged the payment of the benefits actually proposed in the Bill in return for contributions markedly less than those now being paid, has, in some quarters we note, aroused keen disappointment. For such disappointment there seems, however, no justification. When the Blanesburgh Committee reported, it blandly assumed that the level of unemployment would begin to oscillate, in the near future, about a norm of 700,000 or so, and recommended that the financial basis of the scheme might accordingly be overhauled in the light of this assumption. Unfortunately there is no reason to suppose that Britain is any nearer to a normal figure of 700,000 than it was three years ago. The live register figure fell rapidly after the cessation of the coal stoppage, under the influence of the temporary spurt in trade activity which followed the reopening of the mines. But it only fell to the level of a million, which represents 8½ per cent. of unemployment, not the 6 per cent. assumed by the Committee to be "normal"; and at that million level it has obstinately remained.

The Government, then, has taken, as has long been obvious it must take, the common-sense view of the situation. It cannot at present afford to cut down contributions to the Fund unless it also cuts down benefits, and it cannot cut down benefits without gravely impairing the social usefulness of the scheme. To say this is not to say that the system as it stands is ideal. In many quarters it is argued that the State ought to contribute higher proportion of the total cost of benefit than it does, in view of the fact—already stressed—that the incidence of unemployment is so largely upon a limited group of industries, the desperate condition of which constitutes a national problem.

#### DAY BY DAY.

NOTHING IS MORE CHARACTERISTIC OF THE NEW DEMOCRACY THAN THE ALACRITY WITH WHICH IT TOLERATES, WELCOMES, AND DEMANDS COERCIVE GOVERNMENT INTERFERENCE IN ALL ITS CONCERNs.—Lecky.

A report was made to the police yesterday by a pig dealer to the effect that three live pigs were stolen from the Kennedy Town slaughter house. The value of the animals is placed at \$125.

The son of a lard dealer, of Kennedy Town, aged ten, was admitted to the Government Civil Hospital yesterday in a very critical condition suffering from scald wounds caused by some boiling lard spilling over him.

A Chinese youth, who attempted to steal a ride on a tram in Shaukiwan Road, paid very dearly for his trick. When the conductor of the tram chased him off, he dropped into the road and was injured by motor car No. 512 which was following the tram.

A Chinese residing at 46, Graham Street, was yesterday victimised to the extent of \$86 by the well-known banknote trick. He met two men in Wellington Street and, after exchanging a few compliments with each other, was induced to part with his money.

A report was made to the police yesterday by the driver of Motor Bus No. 88 belonging to the Kowloon Motor Bus Company, to the effect that a Chinese, who attempted to alight from the bus whilst it was in motion, received severe injuries to his head. The man was later taken to the Kwong Wah Hospital.

A Chinese, who managed to break into the Empress Lodge, in the early hours of this morning, was disturbed in the carrying out of his intentions by the sudden awakening of Mrs. Bons, who saw a man moving stealthily in her room. She gave the alarm and the man took to his heels, taking with him \$32 in money.

Cinemagoers have their last opportunity this evening of seeing three excellent pictures—Gloria Swanson's "entertaining society love story," "The Untamed Lady," at the Queen's Theatre; Lon Chaney's remarkable production, "He Who Gets Slapped," at the World Theatre; and Pola Negri's "The Spanish Dancer" at the Star Theatre. The programme at the Queen's Theatre includes the latest Feltz comedy, "Felix Busts Into Business."

In connexion with the Hongkong Reel Club, arrangements have been made to hold children's classes in Highland dancing, at the Helena May Institute, for an hour each week, between 5.30 and 6.30 p.m. for which a qualified instructor has been provisionally engaged. As will be seen from an advertisement elsewhere in this issue, the parents of British children who desire that their children should attend, are invited to communicate with the concerned.

The topical gazette at the Queen's Theatre to-morrow includes a dance trip to the Niagara of the Philippines, Helen Wills defeating Betty Nullah in a tennis championship match, and the latest craze of dog racing in Mexico. The topical gazette at the World Theatre presents some thrilling air stunts by a German airwoman, a Hawaiian volcano in eruption and glimpses of the Mississippi country after the floods.

Capt. E. I. M. Barrett, who is skipping the Shanghai team in the forthcoming Interport matches on the Hongkong Cricket Club-ground, arrived in the Colony yesterday on the P. and O. s.s. Macedonia. Mr. Chamber's Cabaret Company, who are opening a short season at the Star Theatre, were also passengers on the same ship. Other passengers for Hongkong were Mr. and Mrs. F. W. Maze, Mr. A. Brook, Baroness Sadouine, Mr. Nickoll, Mr. G. Johnston, Mr. M. Barns and Mr. G. M. Kimont.

#### EXCHANGE RATES.

	London, Nov. 11.
Paris	124.5
New York	4.87 3/16
Brussels	34.94
Génova	25.25 1/4
Amsterdam	12.07 1/2
Milan	.89 1/2
Berlin	20.43
Stockholm	18.10
Copenhagen	18.17
Oslo	18.46
Vienna	34.51
Prague	104 1/2
Helsingfors	193 1/2
Madrid	28.02 1/2
Lisbon	2.16 1/2
Athens	.36 1/2
Bucharest	.78
Rio	5.20 1/2
Buenos Aires	.47
Bombay	1/1 15/16
Shanghai	2.63
Hongkong	1.10 1/2
Yokohama	2.26
Siliver (spot)	26 1/2
Silver (forward)	23 1/2
	British Wireless.

#### NATIONAL CONTRASTS.

Civic Pride in Britain and America

be boring and not always in the best of taste, the vigour, the enterprise, and, above all, the imagination of men were building great cities where only yesterday naught but the things of nature had stood.

In England we have nothing like that. Our growth has been a matter of centuries for the most part, slow and imperceptible like the trees of the forest. We live in our towns and love them, but with serenity—our enemies call it laziness—that will not let us disturb ourselves, far less others. Few of us care what the population will be ten years hence, even if we know what it is now; almost, in some cases, we prefer to stay as we are. One never knows what the new people may be like!

Of the restless desire to gather more and more into the fold there is no sign: we have no billboards, either of welcome or valetudinarian, nor do we advertise our neighbourliness, if only because we are not greatly a neighbourly race. Nor does it worry us that others may not know what they are missing. Perhaps they do know—and stay away. In England, too, we are sufficiently disloyal to plead guilty, even to join in the accusation, when some charge is levelled against our home. The fogs of London, the damp gloom of Manchester, the icy winds of Edinburgh, all these are often heartily deplored by the inhabitants themselves.

But in America, those who experience tornadoes talk airy about "high winds," and blistering heat is dismissed coolly enough as "pretty warm." Still, if the alien smiles, it is a sympathetic smile, for loyalty of any kind is ever refreshing. In England we elect a municipal council by the simple process of neglecting to vote (somebody votes, of course), and then, forgetting all about those elected, we leave them to get on with the work. Here in the smaller towns every man is a potential mayor, fiercely critical of the way in which the affairs of his precious town are administered, and not averse to explaining how it should be done. We can both learn; America can spare some of the zeal that we might well use.

I have made no mention of real estate—here the subject frenzied interest and activity, in England still the business of the day—nor do we have billboards, either springs. That he did, I committed the irretrievable error of asking its size and situation. He began. Its present size, evidently, was nothing—a mere 2,000 inhabitants. But it was growing as the parched grass after rain. Yes, sir. Already a plan for a new water supply had been worked out—here a pencil and paper came into play—designed to meet the needs of the 200,000 individuals who would make it their home in a few short years. The shacks of five years ago had already given place to some permanent structures, and even now they were considering an eight-storey building that was but to be the precursor of many bigger and better. Yes, sir.

And so the greed was expended. But even as my eyes glazed and ears grew faint under the monotone, I saw that these giant strides were being made in hundreds of towns all over the United States; that even if town boozing could

T. C.

#### DIPLOMATIC CHANGES.

##### NEW MINISTERS TO STOCKHOLM AND WARSAW.

London, Nov. 11.

H. M. the King has approved of the following appointments in the Diplomatic Service:

Sir Tudor Vaughan (Envoy Extraordinary and Minister Plenipotentiary at Riga, Reval and Kovno) to be Envoy Extraordinary and Minister Plenipotentiary at Stockholm.

Sir William Erskine (Envoy Extraordinary and Minister Plenipotentiary at Sofia) to be Envoy Extraordinary and Minister Plenipotentiary at Warsaw. British Wireless.

#### SOVIET SEEKS U.S. LOAN.

##### G.\$100,000,000 WANTED.

New York, Nov. 11. According to the New York Times, it is reliably reported in Wall Street that Soviet representatives recently approached American bankers with a view to raising a loan of G.\$100,000,000, on 6% per annum.

The concert was due to start at 8 p.m. to-day but during the whole of that time there was no trace of the concert. Considering the possibility that the wavelength of the station had been changed at the last moment it was tried to tune in the station on all waves, but this also proved fruitless. The set in use was the one which received almost the entire programme from the Chelmsford station last Saturday, and since then no alterations of any kind have been made.

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In the interests of wireless progress local listeners are asked to make known the results of their attempts to receive Chelmsford in the early hours of to-day.

The speed was attained during a test flight here. The official record of 822.6 miles an hour for land aeroplanes was claimed to-day by Lieut. Alford J. Williams of the Royal Air Force.

The speed was attained during a test flight here. The official record of 278 miles an hour was made in France in 1925.

#### AEROPLANE SPEED RECORD?

##### AMERICAN CLAIM TO 322 MILES AN HOUR.

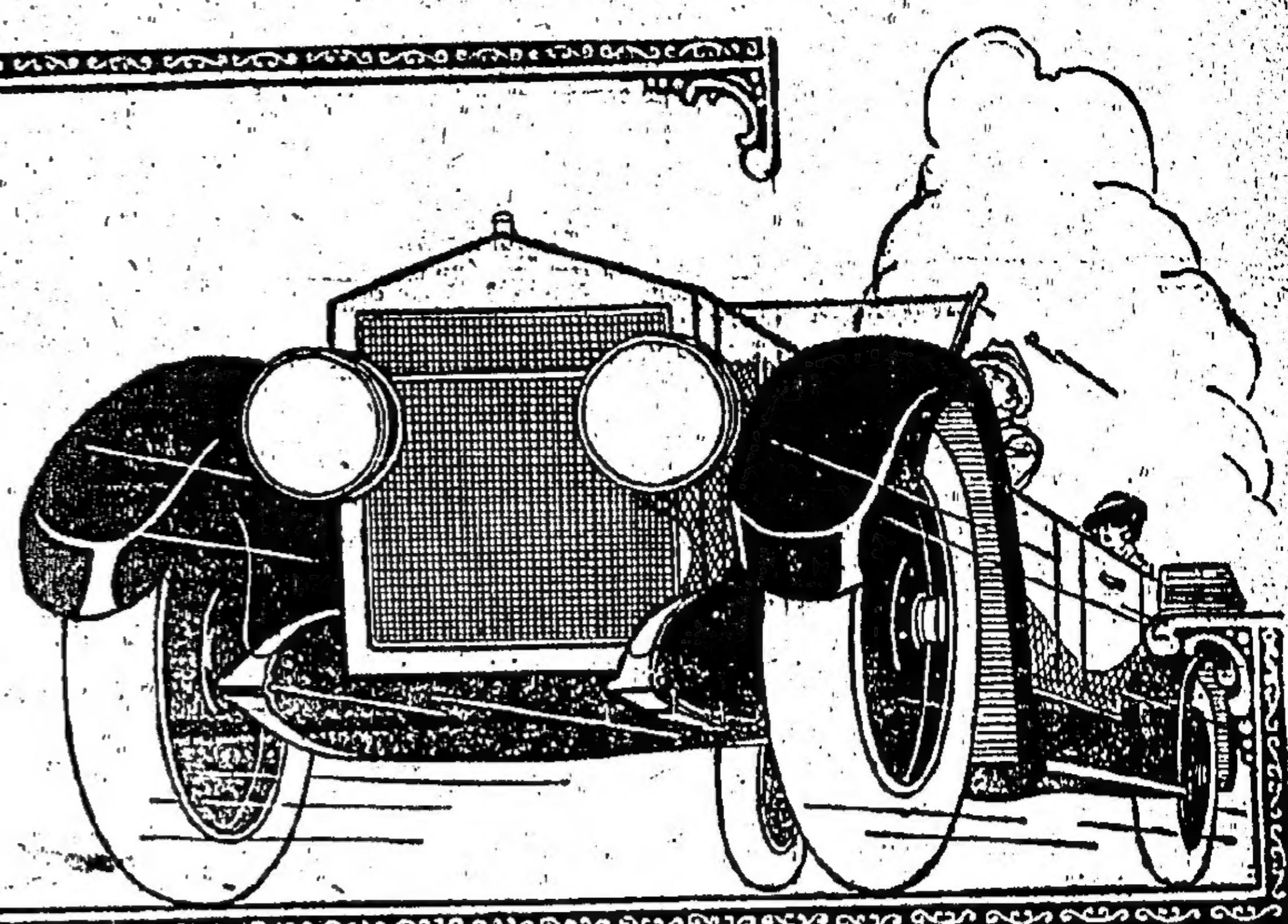
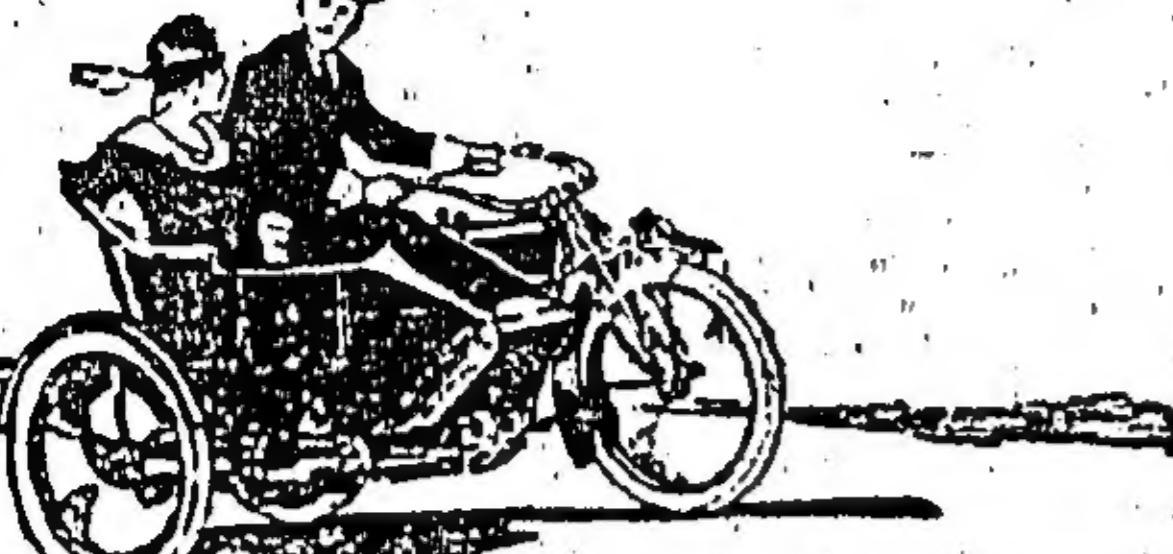
Mitchell Field, N.Y., Nov. 6. An unofficial world's speed record of 322.6 miles an hour for land aeroplanes was claimed to-day by Lieut. Alford J. Williams of the Royal Air Force.

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

SATURDAY, 12th NOVEMBER, 1927.

*Being The Official Organ of*  
**THE HONGKONG AUTOMOBILE ASSOCIATION.**



## CURRENT COMMENT

### Olympia.

The great motor show which is held at Olympia, Kensington, every year, has again attracted thousands of visitors, and what is more important, assured the British motor industry of prosperity during the coming year, so gratifying has been the volume of orders placed with various manufacturers. Apart from the business gained by British firms, the bookings of well-known foreign cars have been heavy, and the majority of exhibitors have expressed themselves as more than satisfied with results. It is when we see orders running into millions of pounds placed for motor cars, that the predictive slogan of a few years ago "Motoring for the Million" appears to be realised. There is no doubt that motoring has been brought within the reach of the masses, especially in Europe, the United States and other large countries, where there are facilities for purchasing a motor vehicle for an outlay to suit every pocket. To a certain extent this is true of Hongkong, the only hindrance being the difficulty in connection with garaging. At home it is possible to erect an inexpensive building adjacent to the majority of houses, but the solution is by no means as easy here. This matter is one which needs immediate investigation, because there are many people who would purchase a car if they could be assured of economical and easily accessible garaging accommodation. We have excellent roads, and every encouragement should be given to local residents to become motorists, thereby swelling the revenue from licences, and assisting the local development of what is probably the world's greatest industry.

### Motor Stands.

The authorised parking space for cars in Connaught Road Central, is not altogether desirable for several reasons. There is the danger of leaving vehicles within a few feet of the sea wall, a danger which is periodically emphasised when cars fall into the harbour. Then there is the risk of damage resulting from the removal of cargo, either to or from junks, the coolies not caring whether their swinging load scrapes the enamel of an unattended vehicle. The entrances to wharves are liable to be obstructed by stationary cars, which is in itself a nuisance. It therefore appears that cars should either park on the land side, or along the centre of the roadway, there being ample width for the adoption of the latter suggestion. Some side streets communicating between Queen's Road and Des Voeux Road are also suitable for parking purposes, although in some cases, it would be necessary to first remove some of the hawkers' stands.

### New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association:-

D. J. W. Anderson.  
J. W. Alabaster.  
W. J. Anderson.  
Dr. A. Cannon.  
Capt. A. W. Davison.  
Dr. J. Durran.  
H. F. Lay.

### Ownership and Liability.

This interesting subject was dealt with recently in the Autocar, as a result of an alleged statement by an insurance official to the effect that an owner of a car is liable for accidents caused by the negligent driving if the car is being driven at any time, with the owner's consent, by any friend or relation. The article goes on to state that this is not so, and that the law of negligence is part of the common law of the land applying to motorists in the same

manner as to other people. The owner of a car is responsible for his own negligence, and for that of his employees or persons acting on his behalf, but he cannot be held responsible for the negligence of anybody else, excepting in special circumstances.

### Exceptional Circumstances.

These circumstances arise when the owner is travelling in the car himself at the time of the accident, when, being in actual possession of his own property, he is considered to have retained the right to control the manner in which the car shall be driven. It is his duty therefore, to see that his car is not driven dangerously, for should an accident occur, he may be held to be responsible. It will thus be seen that ownership has actually very little bearing on the question of responsibility for accidents. If this were not so, the effect would be far-reaching indeed. Take for example firms who supply motor vehicles on the hire-purchase system. It is recognised that they retain legal ownership until the car is paid for, but that fact can not make them responsible for the prospective owner's accidents.

### Other Aspects.

While it naturally follows that a motorist is responsible for his own errors of judgment or carelessness, and in certain cases for those of his chauffeur, it would be decidedly unfair for an owner to be considered liable for happenings over which he had no control. A local resident going on leave might loan his vehicle to a friend during his absence, but if that friend met with a serious mishap, the owner could not possibly be associated with liability. Similarly, a car might be sent to a garage for overhaul, and one of the employees of that garage might be involved in an accident whilst testing the car. Obviously, the owner could not be blamed.

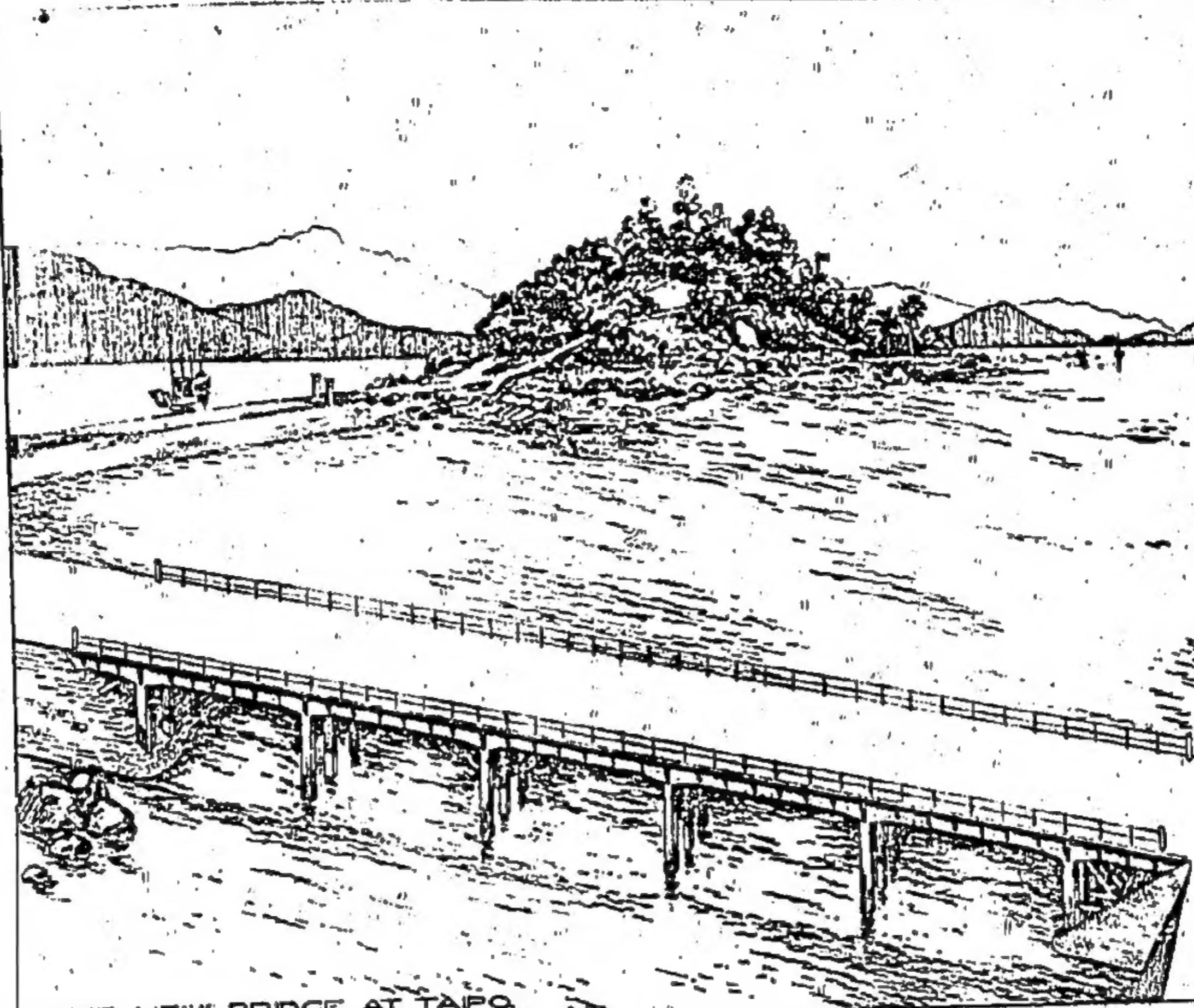
### Hire-Purchase.

Having mentioned the hire-purchase system, it is perhaps opportune to state that most of the local agents have adopted the system, and it is possible to purchase several makes of cars in Hongkong on the time payment basis. Formerly the system was not favoured here, but during the last year it has become generally popular.

### Noisy Exhausts.

We have to draw attention to a number of noisy motor vehicles that are frequently to be heard ascending Garden Road and other hills. A regulation states that "No cut-out shall be fitted to any motor vehicle" which implies that such devices are prohibited. We understand that the Police have sent out a number of notices to various owners requesting that the matter be given attention, and pointing out the nuisance created. We must admit that very few cars cause the annoyance, the chief offenders being motor cyclists. Last Sunday morning, two cyclists sped along Garden Road, and the noise from the engines resembled machine-gun explosions. Such a disturbance in the vicinity of St. John's Cathedral is most distracting, and if the people who cause it are so utterly thoughtless, it is time the Police took action against them.

## NEW TERRITORIES CIRCUIT AGAIN POSSIBLE.



THE NEW BRIDGE AT TAIPAO

On Thursday last, the new bridge at Taipo was opened to traffic, thus making it possible for motorists to again take the popular circular tour around the New Territories. The above drawing conveys an excellent idea of the improvement effected.

## MARINE ENGINES.

### A New Induction Pipe.

A new method of fixing the induction piping has been designed by the Ailsa Craig Motor Co. Ltd., of Chiswick, London, for the 1927 model of their well-known 10-16 h.p. 4-cylinder Ailsa Craig Marine motor. The pipe is located at the entrance to the induction passage on the cylinder head by a central stud which provides a pivot adjustment. By this means the Zenith carburettor may be set level irrespective of the angle of the engine when installed in the boat. The Kid engine, is so far as is known, the only Marine unit fitted with such a refinement. Certainly nothing simpler could be imagined, but behind it there lies an experience in the construction of marine motor engines of close on 40 years, while it also typifies the care and attention which the Company pay to details in order to ensure the utmost reliability and hardiness to the operator.

## THIS MUST BE FAME.

I am a most popular fellow,  
I'm really surprised at my fame,  
Though far in the sera and the yellow.  
To save me collisions in town,  
By fitting stout bumpers. While others,  
And quite undistinguished of name,  
Some hundreds of people must know me,  
They write me such charming sweet notes,  
And eagerly offer to show me the way that a motor should move.  
Full-burdened with mail and despondence,  
The postman, each morning, I see,  
And know that some more correspondence—  
A ton of it—has come for me.  
Each letter I find more delightful,  
And thrill that each writer, with thought,  
Would save me from dangers most frightful,  
At a cost of—well, "practically, nought".  
Some offer to save pounds for shillings.  
By cutting my petrol bill down,

And some, too, protest they are willing.  
To save me collisions in town,  
By fitting stout bumpers. While others,  
Who must know I cannot bear smoke,  
Would show me the way a fire smothers.  
Oh! I'm sure I'm a popular bloke.  
I am warned against all kinds of errors  
In choosing my extras and such.  
And told antidotes for all terrors  
From punctures to slips in the clutch.  
I imagine I know every gadget  
From tyre paint to paste that will grind,  
And I'm urged to beg, borrow or cadge it;  
For comfort and sure peace of mind.  
I now comprehend (no one better),  
The uses of blarney and blah.  
For nobody wrote me a letter  
Until I had purchased a car.

LAURE L. REINH.

## A. U.S. "NUTTY" SCHEME.

### Method of Checking Parking Time.

### POLICEMAN'S PEANUT.

Enter the peanut as a policeman's accessory.

Police in Washington (U.S.A.) carry large pocketsful of them, and use them to check the times cars are parked.

The innocent peanut is placed under a front or rear tyre of parked cars, and if it is still unscathed when the policeman returns at the expiration of the parking limit, the motorist gets a summons for his kindness in not having crushed the nut to death.

If there is a spot of peanut butter on the roadway, honours are even; but if there is neither peanut nor butter, the inference is that the motorist has seen the trick before.

## ACROSS INDIA BY CAR.

### Chevrolet Trip.

A 26-day trip of 2,708 miles across India in a Chevrolet touring car eight years old—a model of 1919—is the remarkable record made by Mr. B. H. Ford, Assistant Secretary of the Cantonment Board, Quetta, Baluchistan, India.

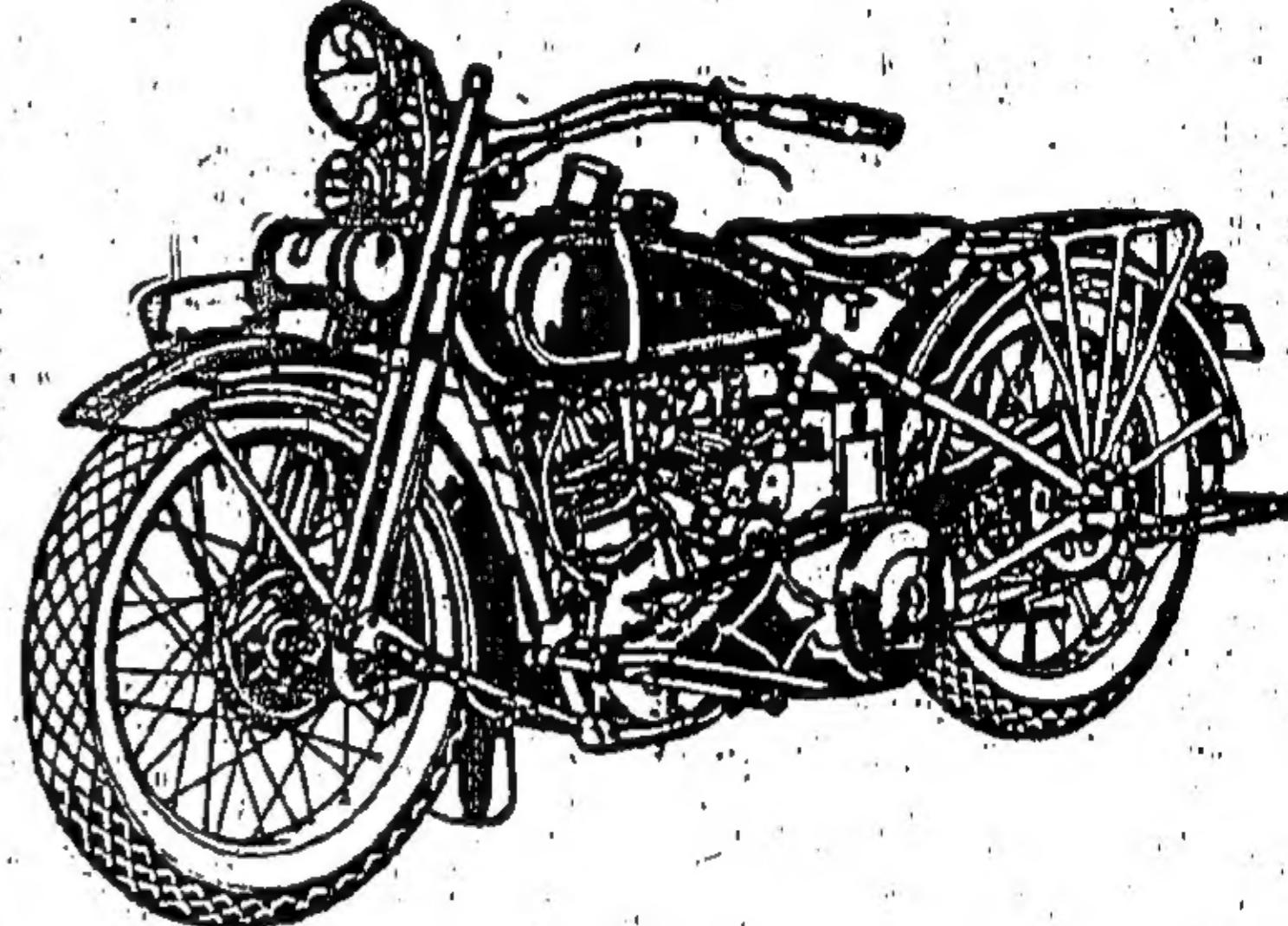
Mr. Ford said that despite the wear which the Chevrolet had been subjected to during five years of driving, after buying the car secondhand in 1921, it stood up wonderfully without one trace of engine trouble throughout this gruelling trip. The road was little more than a trail, with numerous rivers to be crossed. Only through the assistance of natives and their water-buffalo was Mr. Ford able to cross some of these streams—but the car stood up wonderfully through it all. At the end of the trip the car needed only a few minor repairs. The car was an object of wonder to the natives throughout its long journey, and its wonderful "stamina," as shown on the journey is a great tribute to its builders.

## G.M.C. TRUCK SCORES.

### Cross-country Record.

With "Cannon Ball" Baker, the famous automobile record breaker, at the wheel, a six cylinder Buick-engined General Motors Two Ton Truck established a record for the run from the Atlantic to the Pacific. The truck made the run in 5 days, 17 hours and 26 minutes, elapsed time, making an average of 26.83 miles per hour for the trip. Never before has a cross-continent speed run been attempted by a truck. En route the truck set many speed marks which were considered exceptional. No mechanical trouble was encountered, and the truck reached San Francisco without changing a tire. The total mileage of the trip was 3,412 miles. "Cannon Ball" Baker feels that the era of high speed trucks is at hand, that loads will be moved more quickly and more consistently and that the truck will no longer be a factor in slowing up traffic on the country road or the city street.

## 1928 HARLEY-DAVIDSON



FORE-WHEEL BRAKES, THROTTLE  
CONTROLLED MECHANICAL  
OILER AND AIR-CLEANER  
are prominent advancements.

SPECIAL SPORT SOLOS ARE LEADERS  
ARE NOW IN STOCK.

BOOK YOUR MOUNT NOW.

## THE GASCON MOTOR CO.

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REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Take Bus Route No. 7. (Passes Door).

When You Say  
"Give Me A Cheap Oil"  
You Invite  
Metal-Melting Heat!

What is the hottest thing on wheels? Your automobile engine. Combustion-chamber temperatures from 2,000° to 2,000° F.

Leave out oil and the friction of 8,000 or more piston strokes per minute would cause the pistons to stick to the cylinder walls in no time.

If you could compare ordinary oils and specialized oil under these heat and friction conditions, you would never again say, "Give me a cheap oil." Never!

You would never again buy an oil because it was cheap. You would resolve to get out of your way, if necessary, to get specialized LUBRICATING oil.

You would ask for the oil which is used by the greatest number of automobile engineers. That oil is MobilOil.

You would use the only oil that is approved by 182 automobile manufacturers. That oil is MobilOil.

You would insist on the oil which is cheapest to USE because it is backed by the most specialized experience in LUBRICATION. That oil is MobilOil.

**MobilOil**  
Make the chart your guide

## VACUUM OIL CO.

## MOTOR INDUSTRY.

To Go at Top Speed for 1928.

## SOME NEW MODELS.

Detroit Oct. 1. The automobile industry is all set to go—in fact it has already started, and every indication points to greatly increased activities. All the larger plants are stepping up production as new models are being announced, employment figures in the Detroit district are showing a steady upward trend of several thousand each week, and parts and accessories manufacturers are at near capacity activities in an effort to supply the urgent demands for new equipment.

Dealers, too, are ready and anxious to go, and we determined to make up for inactivities of the past several months when sales fell below normal. New merchandise will undoubtedly stimulate sales. The change-over period has passed and the industry is now about to proceed at top speed.

Employment offices have been working overtime in their booking of skilled mechanics, and during the last week a total of 4,889 added to the rolls in Detroit alone. This brought the total close to the 200,000 mark.

One year ago, however, the total employed was 229,841, but this gap will be closed within a month, and last year's figures greatly exceeded.

New Buick Line.

Buick is out with its new line for 1928, consisting of no less than sixteen different styles—twelve closed and four open de luxe cars. They are in three series of 115, 120 and 125-inch wheel bases. A five-passenger town brougham in the 120-inch series is a new addition to the line. Prices are unchanged.

Only slight changes have been made in the lines of the cars, but there are new fenders, headlamps, and a new type of steering wheel. Bodies are somewhat lower, with a variety of colours from which to choose.

Hudson has started the shipment of its new line of cars, the six on a 118-inch wheel base.

There are two body types, which gives the company an intermediate line between its Essex and Hudson supersixes.

Three new cars are announced by Studebaker. They will be known as the Commander, the Dictator and the Braking six sports roadster. Following the Studebaker established policy, the cars are fully equipped with all necessities and many luxuries. The new sports roadster is equipped with wire wheels.

## New Dodge Models.

Initial production of the new Dodge line of four cylinder cars embraces three body types—a sedan, cabriolet roadster and coupe. The sedan is the only model available for immediate delivery, but the roadster and coupe will soon be in the dealers' hands.

As a notable addition to its recently announced line of sixes and eights, Moon announces the five-passenger Moon "66" custom built four-door sedan.

Chandler-Cleveland has announced its new 1928 line, made up of twenty-five body types on two chassis lengths. At the same time price reductions ranging from \$100 to \$200 are effective.

Additions to the line are the six five-passenger sedan, a special six coupe, and a five-passenger sportster.

## Trucks Booming.

The truck division of the automotive industry is booming along at a pace that bids fair to go over the production top to a greater extent than was anticipated during the early months of the year.

New trucks are being added by all the leading manufacturers, and the demand is showing a steady increase, especially for heavy service.

Reports being received from all sections of the country are to the effect that the used car industry is improving. This condition follows in a wake of new car buying where a trade-in is involved. The call for open cars continues to increase, while a steady increase for closed models is reported.

Turnover of good used cars is rapid and dealers are satisfied with a low margin of profit with a result that their stock at present is satisfactorily low.

They are anticipating congestion in their used car department however, that will start with the increased buying of the new 1928 line.

## BRITAIN BUILDING WONDER CAR.

250 Miles Per Hour Expected.

## TO RACE IN THE UNITED STATES.

In the air, and on sea and land the mechanical genius of man is overcoming the obstacles of time and distance. Now comes the news of a new wonder car which it is hoped will reach a speed of 250 miles per hour.

This is estimated to be 30 miles an hour faster than the speed of a crack racer being built in the United States. When completed, the two cars will meet in America to battle for supremacy.

London, Oct. 16. M. Coatalen, the designer of Major Segrave's record-holding thousand horse-power car has completed plans for the construction of a Sunbeam with two engines, probably of 600 horse-power each.

The car will be capable of doing 250 miles an hour, eclipsing by 30 miles the estimated speed of the crack American car, which will be ready in December, and which will be challenged in the United States by Lee Guinness, a foremost speedster.

In order to reduce the wind resistance, the lines of the Schneider Cup winning plane have been closely studied, and all parts of the car, including the springs, brakes, and wheels, will be enclosed in a pear-shaped body. A steam-cooling system will replace the radiator.

## American Rival.

The American machine, a Stutz, has a power unit of, roughly, 300 horse-power. This type has done 178 miles an hour on a sand track.

The body is being scientifically built in a Government laboratory. There is no radiator, and the car will be shaped like a raindrop, with a bulbous front and a pointed rear, which is the most perfect known shape to counteract wind resistance.

## MOTOR BOATING.

Ailsa Craig Exhibited.

## NEW 7-12 H.P. MODEL.

Motor Boating to-day offers many attractions, and thanks to the skill of the engineer and hull-builders, it has been brought within the scope of a comparatively wide public.

Boats are now simple to understand, easy to handle and can be enjoyed to the full without the necessity of possessing highly technical knowledge. It is possible to obtain a very efficient boat at moderate cost; in fact the initial expense may be said to be largely governed by the individual taste of the purchaser, as British manufacturers to-day cater for all pockets.

In addition to the development of pleasure craft, however, motor boats have a wide sphere of utility on the commercial side also. Thus, it is not surprising that very considerable public interest was displayed in the motor-boat section of the recent Shipping, Engineering & Machinery Exhibition held in London, particularly as it coincides with a rapid crowded state of the roads of Great Britain at the present time.

## Forty Years' Experience.

The new 7-12 h.p. 4-cylinder Ailsa Craig engines shown for the first time will undoubtedly prove attractive to many prospective marine motorists. They have a choice of two models of this type, one fitted with direct drive for lighter boats and the other with reduction gear. The little "Silent-Seven," as the newcomer is called, has the distinction of being the smallest British built four-cylinder marine motor and is particularly neat and compact. Like other engines in the Ailsa Craig range, which includes units from 4-h.p. to 100-h.p., it can be arranged to run on paraffin fuel by means of the Ailsa Craig paraffin Vaporiser which was specially developed for the Admiralty during the war.

The new 1927 10-16 h.p. model of the well known "Kia" came in for a considerable amount of attention in view of its advanced features. It is fitted with a three bearing crankshaft, ball-bearing water pump and adjustable inlet pipe by which the carburetor can be set at an angle to suit the inclination of the engine in the boat.

Of the larger engines shown by this firm, a 40-60 h.p. model is interesting by reason of its low weight. This engine has an output of 40 h.p. when running at 800 r.p.m. and yet the weight of the entire unit is 12 cwt.

The hand starting gear is of the adjustable chain-driven type and is conveniently arranged at the top of the engine so that it can be worked from either the forward or after end of the set.

In contrast to this model, at the other end of the scale was an example of the sturdy little 4-6 h.p. Ailsa Craig "Pup" petrol motor, which works on the two-stroke principle.

## START FREIGHT SURVEY.

The most intensive freight rate research ever undertaken by the automobile industry has been announced at a meeting of traffic managers of the U.S. National Automobile Chamber of Commerce.

## ACCIDENT CAUSES.

## Few Motorists Responsible.

Traffic accidents have increased at a high rate in the last ten years, yet only five per cent of the motorists of America are responsible for them.

Such is the surprising revelation made to members of the National Safety Council at its sixteen annual safety congress at Chicago.

Mr. Charles E. Hill, vice-president of the organization, brought out the point that there was an increase of 288 per cent in deaths from auto accidents in the ten years from 1917 to 1926. The fatalities in 1927 were 6,000. Last year, he says, there were 23,000.

"In other words," he points out, "during 1926 there were more people killed through automobile accidents than were killed at grade crossings during the entire ten-year period."

Yet blame for most of these accidents may be placed on the shoulders of only five per cent of the motoring public, he adds.

"About 95 per cent of the motorists of this country are reasonably safe," Mr. Hill believes. "The remaining five per cent, however, represents a large army of more than a million reckless and incompetent drivers flitting about the country without any regard for the safety of themselves or their fellow-men."

"They include drivers who are deaf, blind, of immature age, in enfeebled condition due to old age, those who are intoxicated and then those who are analogous to the 'farmer's mule.'

Mr. Hill contrasts the qualifications required of a motorist and those of a locomotive engineer, to show how dangerous motoring is today in the hands of unpracticed drivers.

"The immediate remedy," he thinks, "lies in a constructive campaign of education."

## MORE RUBBER.

Bud Grafting Helps.

## INCREASING YIELD.

Dutch scientists in the East Indies have developed a system of bud grafting, by which the yield of a rubber tree may be increased fourfold.

The grafting is based on the fact that Luther Burbank proved that the characteristics of the mother-tree are grafted on to others.

Experiments have shown that trees which normally yield 3 or 4 lb. a year can be made to produce 70lb. The average yield per acre has been increased from 320lb. to 800 to 5,000 lb.

This should mean a big increase in the world supply of rubber, and may break the price set by British planters.

## STUBBS ROAD SERVICE STATION

You can now obtain Socony Gasoline and Motor Oils at the New Socony Service Station.

## LOCATED

at the

INTERSECTION

of

STUBBS ROAD AND REPULSE BAY ROAD.

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EVERY DROP  
OF  
SOCONY  
STANDS  
THE  
STANDARD OIL CO. OF NEW YORK  
26 Broadway

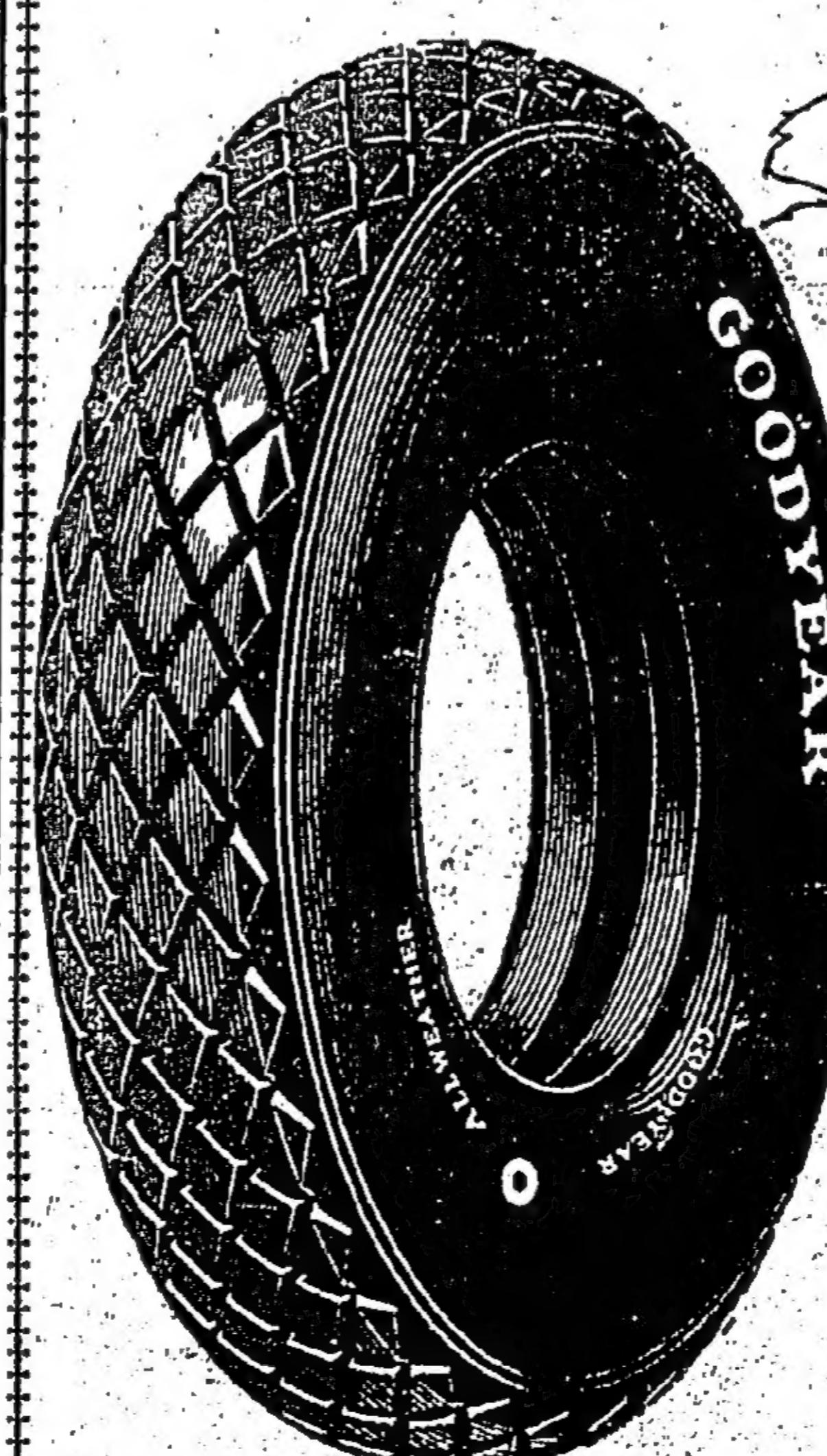
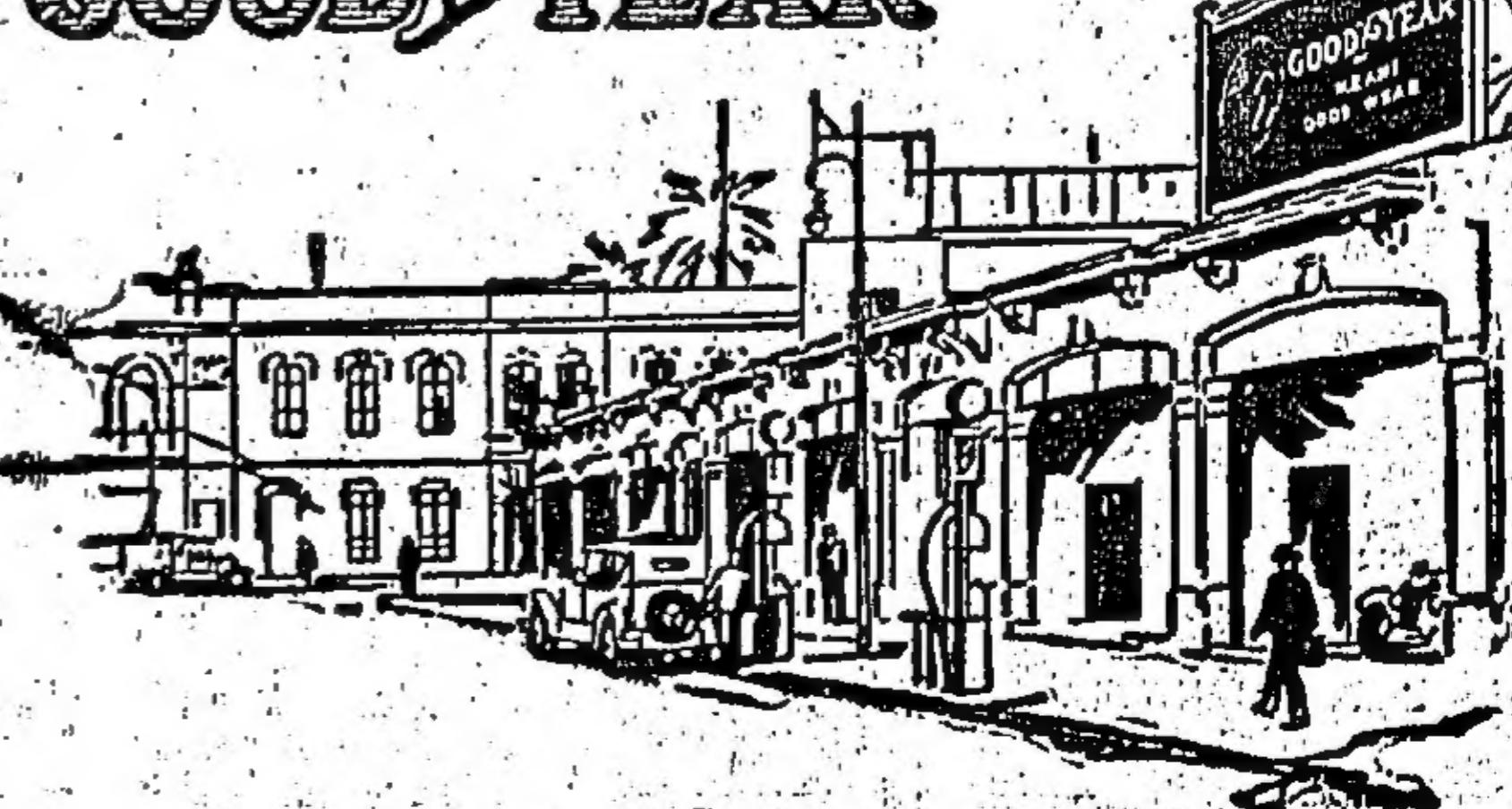
SOCONY  
GASOLINE & MOTOR OILS

Uniform Quality

BEST RESULTS.

Wherever you buy Goodyear Tyres you are made to feel that the dealer's interest in you does not end with the sale itself—but continues long afterward in giving your tyres all the care and attention due them.

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## Leb's AUTO AGENCY

10, Queen's Road Central  
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Telephone Central 4925

## USED CARS

WE HAVE THEM  
IN GOOD CON-  
DITION AND OF  
ALL MAKES AND  
SIZES AT REAL  
BARGAIN PRICES

When you decide to SELL  
YOUR CAR it is to your  
advantage to SEE US  
FIRST.

## START FREIGHT SURVEY.

The most intensive freight rate research ever undertaken by the automobile industry has been announced at a meeting of traffic managers of the U.S. National Automobile Chamber of Commerce.



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Prince's Building, 2nd Floor.  
Ice House Street Entrance

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Central 2487.

TEACH WOMEN DRIVERS.

The Newark, N. J., safety council has provided a free course in automobile driving for women. The lessons are given once a week for five weeks, followed by a road test preliminary to a state road test for licenses.

1928 CYCLES HAVE ARRIVED!

It will pay you to buy now.

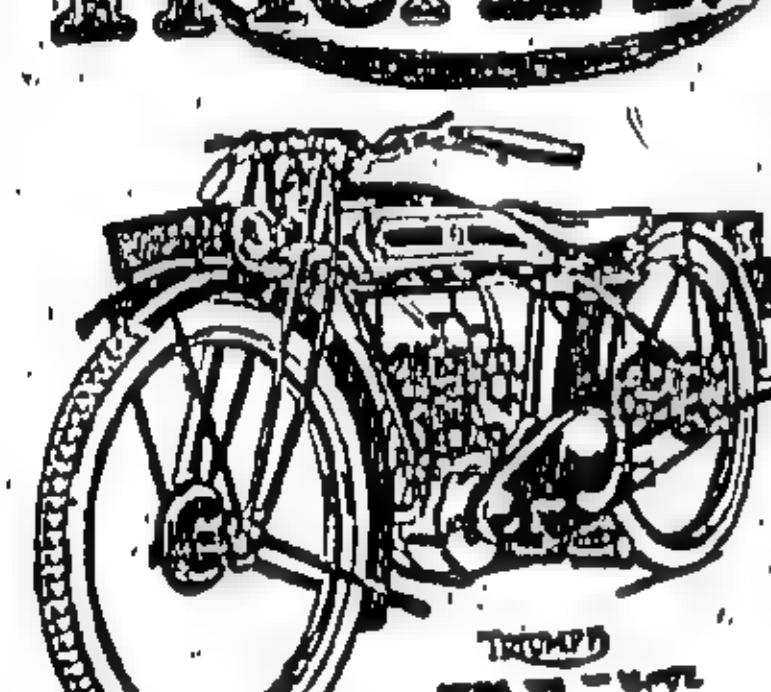
FRANCIS BARNETT

Model 4	£36.10.0.
Model 5	39.0.0.
Model 9	45.0.0.

A.J.S.

Model H1	£116.10.0.
Model H3	65.0.0.
Model H5	61.10.0.
Model H6	66.0.0.
Model H8	73.0.0.

TRIUMPH



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OLYMPIA MOTOR SHOW.

Principal Features Reviewed.

LUXURY—COMFORT—COLOUR.

London, Oct. 14. Olympia opened its doors to-day for the 21st International Motor Exhibition, organised by the Society of Motor Manufacturers and Traders, and there are presented for the delectation of the general public the fruits of the past year's activities in the motor factories of the world.

The dominant note at this year's Show is that of consolidation. Remarkable as has been the progress of the motoring industry since its inception, it is beyond its genius to produce each year something revolutionary in the way of design. Those who visit Olympia this year in the desire to be thrilled by epoch-making departures will accordingly be disappointed, for there is nothing in the way of a first-class sensation. What the discerning visitor will see is evidence on every hand of an important advance towards the ideal of safer, easier, and cheaper motoring.

Principal Features.

To take first the point of view of cheaper motoring, it cannot be said that this year's Show reveals anything in the way of sensational reductions in price. Here and there substantial enough cuts are to be noted, but they are the natural result of improved manufacturing methods rather than the outcome of cut-throat competition. These reductions are mainly to be found in the lowest priced cars produced in large quantities. As if to level matters up, some makers have actually increased the price of their models, not because they cannot afford to sell them at the former price, but because they have incorporated valuable improvements which they know the discerning purchaser is willing to pay a bit more for. It is gratifying to find, however, that in each case where price reductions have been made there has been no sacrifice of existing fittings or any lowering of the efficiency standard. On the contrary, the general trend of policy is to give to the purchaser of mass-produced cars something more in the way of extra comfort and efficiency for less cost.

Comfort and Colour.

Under the heading of greater comfort must also be placed larger and roomier bodies, better all-weather equipment in the case of touring cars, and more adequately ventilated and quieter saloon bodies. In this connexion the great development of the fabric body must be noted. Almost every maker is marketing at least one example of a fabric body, either with a flexible frame of the Weymann type or a rigid frame insulated from the chassis. Fabric bodies are available this year in a great variety of pleasing designs and colours.

Metal-panelled bodies have been considerably improved both for open and closed cars, and cellulose finish is now almost universally adopted. During the past twelve months the peculiarities of this type of hard-wear finish have been carefully investigated, and the troubles that were associated with it in the early days have been overcome by eliminating sharp curves in the body panels, where the quick drying cellulose was liable to form a bridge which eventually cracked.

Brighter colour schemes are much in evidence this year, and manufacturers have adopted to an increasing extent attractive two-tone colours. The bugbear of cleaning bright nickel parts is lessened on some makes of cars by the adoption of new rustless and tarnish-resisting metals and alloys which have been in course of testing and improving since last Show.

Among other details which have to do with easier, more comfortable, and more aesthetic motoring may be mentioned the tendency towards higher bonnets and radiators and towards carrying the body downwards outside the chassis frame to within a short distance of the running-boards. Single-pane wind-screens, more efficient screen-wipers, the provision of sun-visors or roof extensions above the screen, are a few of the additional items which make motoring easier, safer, and more comfortable.

Safer Motoring.

Then there is the most important point of all, that of safer motoring. While increased safety on the road must in the last resort depend on the driver himself, the manufacturer is certainly doing his share to promote that ideal. His efforts in that direction are not always apparent in a superficial examination of the car, but close technical scrutiny reveals

AH! A ROLLS.

Broadcast Engine Beats.

Can you identify a car by the beat of its engine?

One day last month broadcasting station 5CL, Adelaide, gave motorists an opportunity to try out their aural abilities.

A number of different makes of cars—from Ford to Rolls Royces—were lined up in a city garage, and the sound of engines in each case was transmitted to listeners. Prizes of £1, £2, and £1 were offered for listeners who gave the correct lists of the cars broadcast in their proper order.

appears to have been stayed, and there is a tendency to return to side-by-side valves. There is little doubt that quieter running is more readily obtainable by employing the side valve. Of the sleeve valve it can be said that it is holding its ground and even creeping forward in favour.

Little is revealed in the way of change in regard to transmission systems. The dry single plate clutch has carried the field, but some manufacturers still pin their faith to the cone and multiple plate patterns, which are not to be despised. There were indications some time ago that this year's show might present cars with semi-automatic gear changes or some sort of free-wheel device to allow of easy coasting and saving in fuel. Of the various types that are being experimented with at present the one that had claimed the greatest attention embodies the action of a free-wheel clutch in the drive from the gearbox main-shaft to the propeller shaft. Devices of this kind are to be found as optional fittings at an increased cost on the six-cylinder Lea-Francis and Vulcan chassis.

Suspension systems show little change, though there have been improvements. Shock absorbers are now practically universal, and so also are balloon tyres on cars built for normal use. Many varieties of shock absorbers are employed, some checking only the rebound of the spring and some checking the spring movement in either direction.

Four-wheel brakes are practically universal, and from British cars at least the external contracting band type has disappeared. The practice of ribbing the wheel drums so that cooling is assisted is growing, and on the whole the methods of operation are improved. On several cars it is possible to adjust all four brakes from the inside of the car by hand, and all round a desirable increase in the size of brake drums is to be recorded. As to the relative merits of servo, or direct pedal operating methods, it is unwise to be dogmatic, but generally speaking the impression seems to be that, while big cars require some sort of assistance for the driver to lessen the effort of rapid deceleration, no such aid is necessary in the case of small cars.

Supercharging.

The position in regard to supercharging is not materially altered by this year's Show. The number of cars to be seen at Olympia with this form of forced induction can be counted on the fingers of one hand. They include the four-cylinder hypersports Lea-Francis and the 36/220 Mercedes.

In closing this review of the general tendencies of the cars exhibited at Olympia, mention must be made of the fact that further evidence of the growing popularity of multi-cylinder engines is furnished by the increase in the number of straight-eight and twelve-cylinder cars.

Press of Sightseers.

Soon after the opening of the gates the brilliantly lit corridors were crowded with thousands of men and women, many of whom had come from distant parts of the Empire. There had been long queues at all the entrances for fully an hour before ten o'clock. Although it was primarily "Agents' Day" and the price of admission was 10s., the man in the street, with his wife, was strongly in evidence.

At midday it was not possible to walk round Olympia with any comfort, so great was the press of sightseers. Not only the ground floor, but the galleries, wherein were great displays of accessories, were thick with people.

The exhibition will remain open until October 22. Popular days, when the price of admission will be only 2s. 6d., will be on Fridays and Saturdays.

Last year it was estimated that £50,000,000 worth of business was done as a result of the Show.

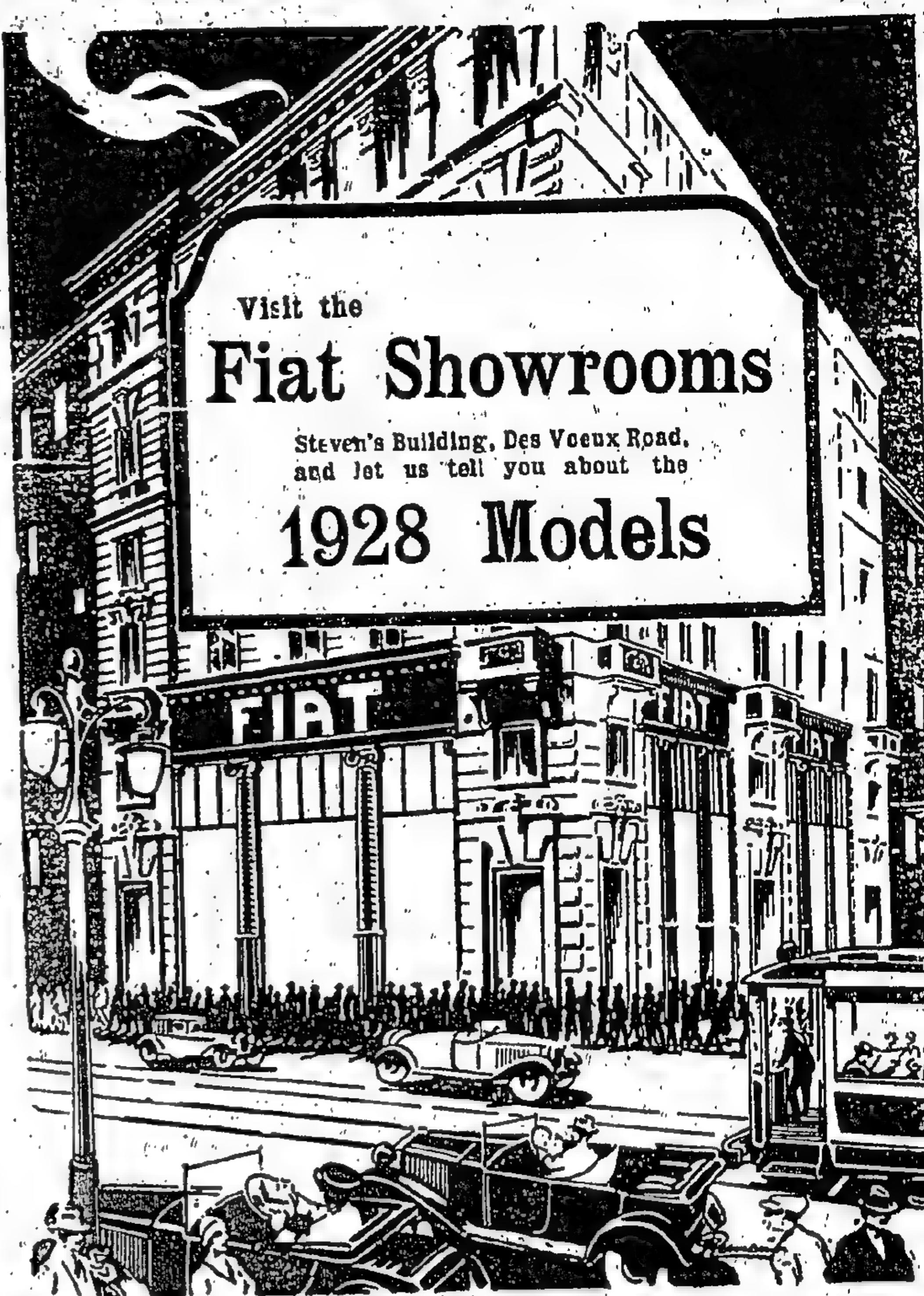
"This year," said a leading manufacturer, "we shall at least touch the £70,000,000 mark, I think, in orders and cash sales."

The entire output for 1928 of one famous British car is stated to have been sold within half an hour of the opening of the Show.

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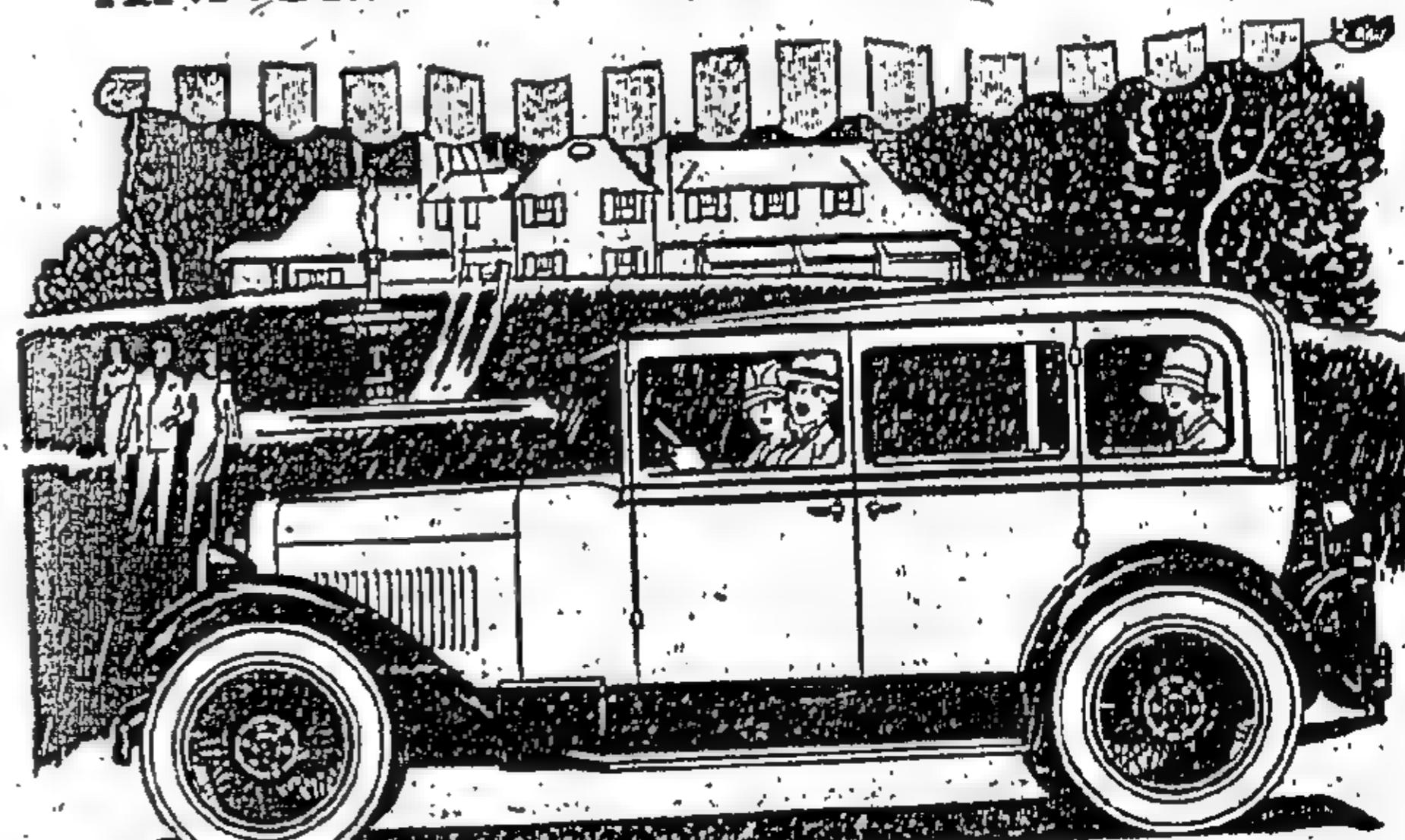
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**Gold Medals**  
 Awarded to the team of three riders using B.S.A. 4.93 h.p. O.H.V. models, all having completed the course without losing a single mark. Another B.S.A. rider of the Dutch team, mounted on a 4.93 h.p. Sporting side valve machine was also awarded a Gold Medal.

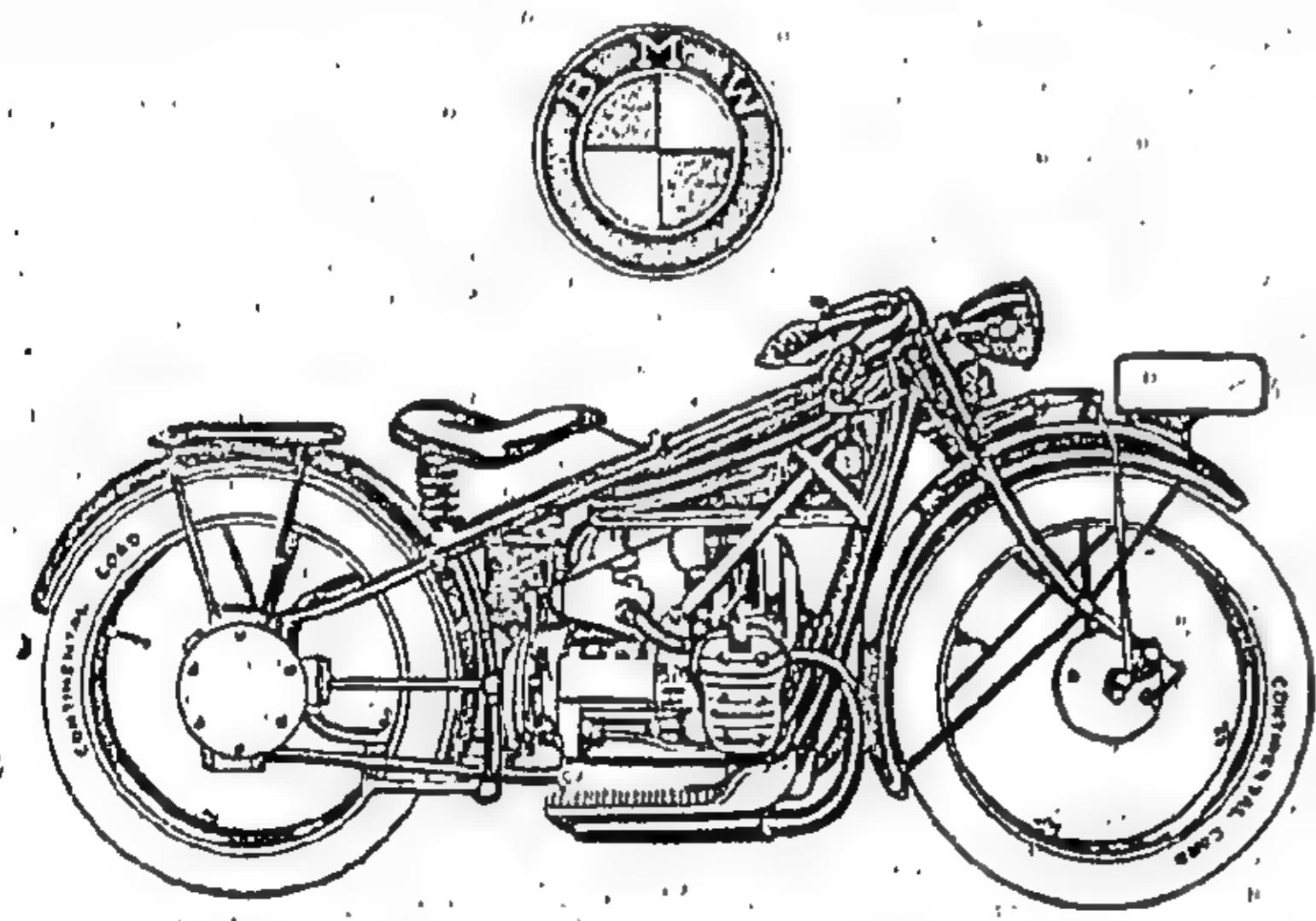
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In designing the R.42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

**A FEW NOTABLE FEATURES**

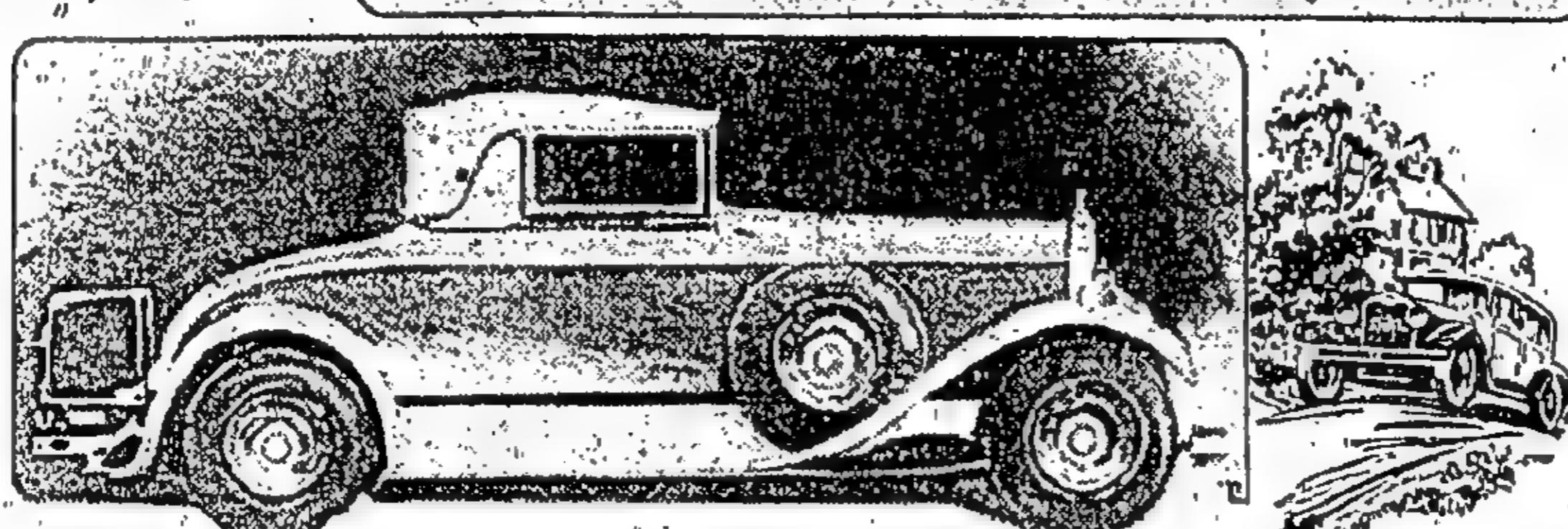
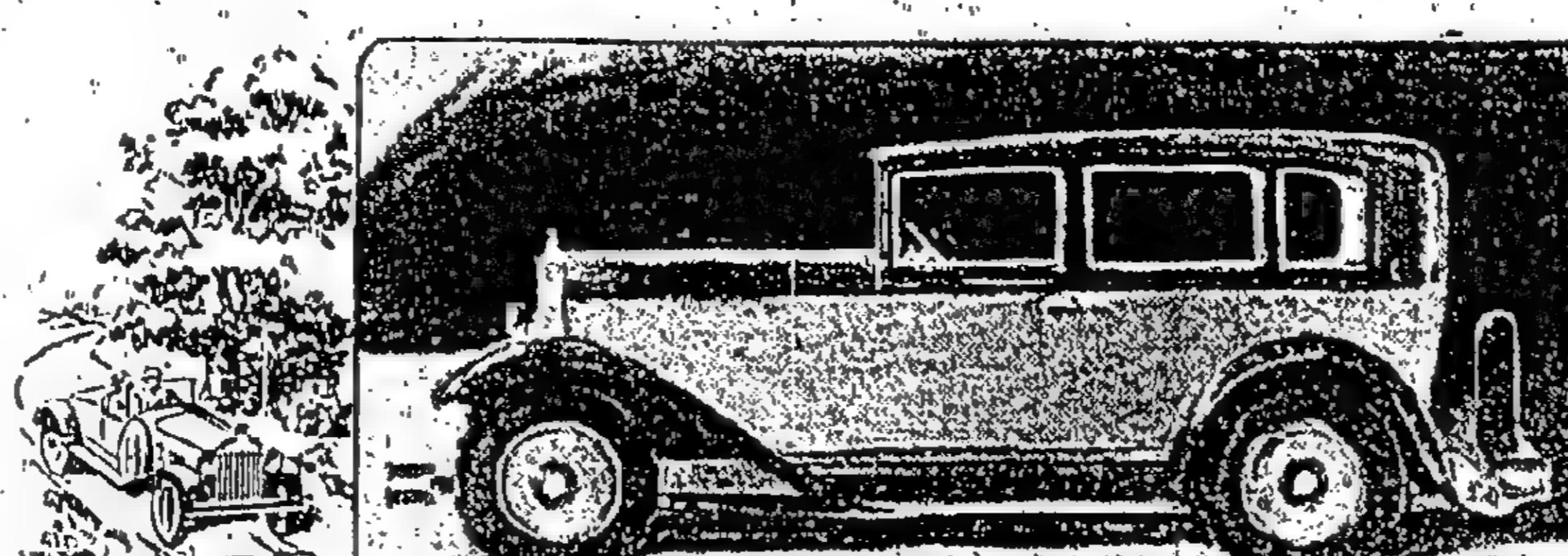
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- Double Frame throughout.
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**THE BEAUTY OF THE MODERN CAR.**

Horizontal lines are accentuated and vertical lines obscured in these two model designs of the modern type car. Note the long windows, the wide molding, the sweeping fenders and other lines which cause the eye to travel from front to rear.

[By Israel Klein.]

The automobile body these days is getting as much attention, if not more, as the power plant itself.

For while the engine has reached the point of efficiency where it is practically taken for granted, the entire car itself still has to meet the appraising eye and exacting tastes of the buyer.

These tastes, the manufacturer has discovered, have turned their attention not only toward the appearance of the car, but to its arrangements for the comfort of the passengers. And so the manufacturer has called in the body designer, and the body designer has called upon his best resources to furnish a body that would be both highly attractive and comfortable.

The ends to which the designer has gone are no better brought out than in the talk of A. E. Northrup, prominent body designer, at the recent semi-annual meeting of the Society of Automotive Engineers. In it he emphasized the important relationship of appearance and

comfort and disclosed the ways in which these are accomplished.

**Built for Passengers.**

"Experience has shown," he said, "that passenger comfort demands that the body be built around the passenger. Too often the job is started in the reverse order by making an attractive design and then squeezing the passengers into it."

"Milady may endure discomfort to wear a small stylish shoe, but being squeezed into an automobile body by shoe-horn methods is entirely different."

How to make room for the passenger and still not reveal a large, cumbersome machine is the problem of the body designer.

He solves it sometimes by avail himself of a long chassis. Then he may make the car low, the driver and passengers may sink into their seats and stretch legs comfortably, while doors are widened to let the occupants go in or out with ease.

**Short Chassis, Long Lines.**

But now comes the demand for shorter bodies, and therefore the necessity of shorter chassis. Here, forced to adapt an attractive yet comfortable body to a short chassis, the designer has revealed his genius.

This is apparent by the use of cheat lines. Cheat lines do just what the word implies—they make people believe they are getting

something they aren't actually getting. In this case, the cheat lines make us believe we are getting a long, low, sleek and attractive car, while it is no longer than the stubby automobile on the same chassis without such lines.

Cheat lines, generally, run horizontally to effect this lengthy appearance. The windows are made longer than they are high. Panelling is widened and run in a long line across the length of the body, the fenders are made long and sweeping and window reveals are widened to accentuate their length.

**Vertical Lines Taboo.**

The colour design, too, helps. Every effort is made to conceal vertical lines; for horizontal lines accentuate the idea of a long, low body.

Yet comfort isn't overlooked. In fact, it is part of the designer's main thought when he builds up his model body. He must consider head room, leg room, seat width and door width.

Even the interior trimmings of the body have to be considered not so much for appearance, as for the comfort of the passenger. As Northrup put it:

"Ornate cloth patterns, heavily figured laces running hither and thither, or a preponderance of buttons, plait's and tassels, destroy the restfulness of the interior. Simple tailored design, on the contrary, tends to encourage relaxation and restfulness."

**TO THE DOGS.****All Shocks Absorbed by Wheel-springs.****NEW SUSPENSION.**

[By the Daily Mail Motoring Correspondent.]

Paris, Oct. 6.—Visions of motor-cars riding the roughest roads with the smoothness of a ship on the serenest sea were suggested to-day at the opening of the French Motor Show at the Grand Palais in the Champs Elysees.

Large crowds watched the new methods of independent springing on each motor-car wheel.

One exhibitor, by means of an automatic rocking apparatus, made the wheels of his motor-car bounce up and down in imitation of travelling over rock-bound ground. While all this was happening, the chassis remained indifferent to the grotesque wheel-movements. Under this system the wheels take all the hard knocks, whereas in the orthodox way a share of these is communicated to the chassis. This is the basis of the most remarkable motoring development of recent years.

On the Farman stand not only are the wheels independently sprung but also the axle and propeller shaft.

In another exhibit the wheels are independently sprung by means of a hydraulic system.

During my tour of the exhibition I was accompanied by one of the greatest of our motor-car engineers and designers. I asked him what he thought of this new development. "It will be some time," he said, "before this new method of suspension can be perfected, but here is unquestionably the motor-car of the near future."

"British makers realise this. There are many forms of this suspension already on paper in the drawing-offices of Coventry and Birmingham. Here you are seeing some of the pioneer cars. I

**WORLD'S SPEED RECORD.**

Challenge by Five Entrants.

**NOVEMBER RACING.**

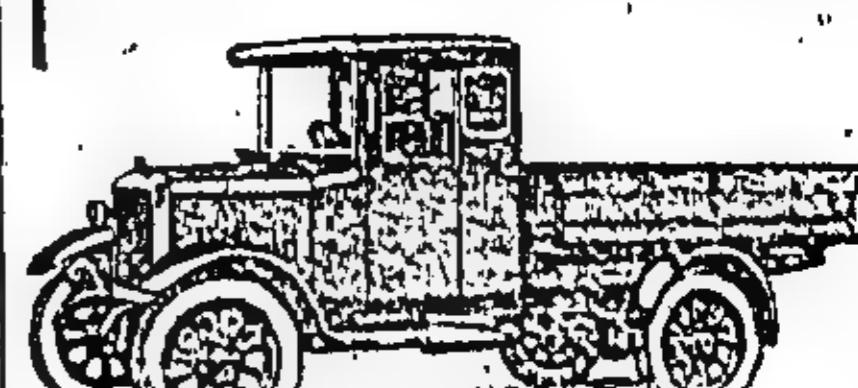
It is probable that five cars will try, in November, to capture the world's speed record now held by Major Segrave's 1000 h.p. Sunbeam.

Sole British entrant will be Malcolm Campbell's Napier-Campbell. A Philadelphia millionaire has ordered the construction of a 1500 h.p. car with three engines; the Duesenberg brothers are at work on a four Ultra motor; Ralph de Palma is busy at the Chrysler factory building a racing car designed solely to break the record, and Frank Lockhart is supervising a new Stutz for the same purpose.

There is a possibility that a prize of 30,000 dollars will be offered for the successful car, and most of the attempts will be made in Florida. Lockhart is reported to favour the dry lake on which he achieved 170 m.p.h. with a tiny front wheel drive Miller.

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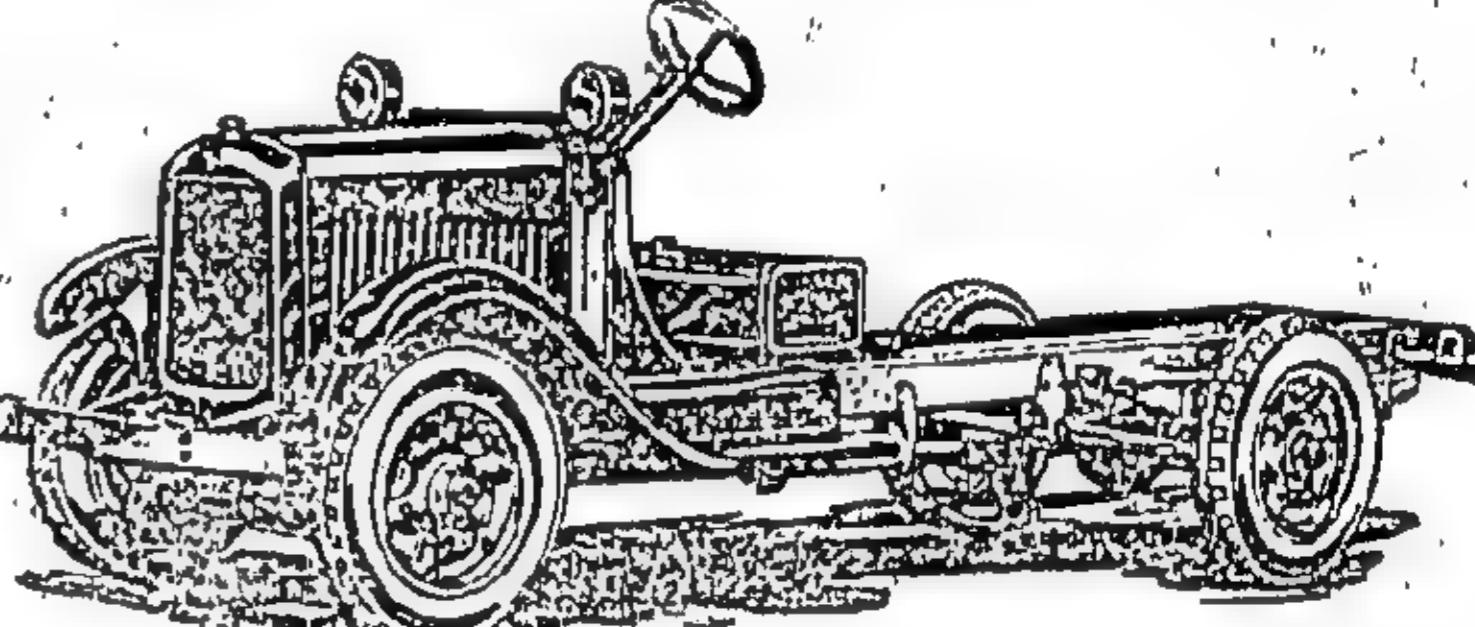
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132-inch wheelbase ..... G.\$1,445

T-10—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase ..... G.\$2,370

150-inch wheelbase ..... 2,450

162-inch wheelbase ..... 2,480

T-50—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase ..... G.\$2,470

150-inch wheelbase ..... 2,550

162-inch wheelbase ..... 2,680

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

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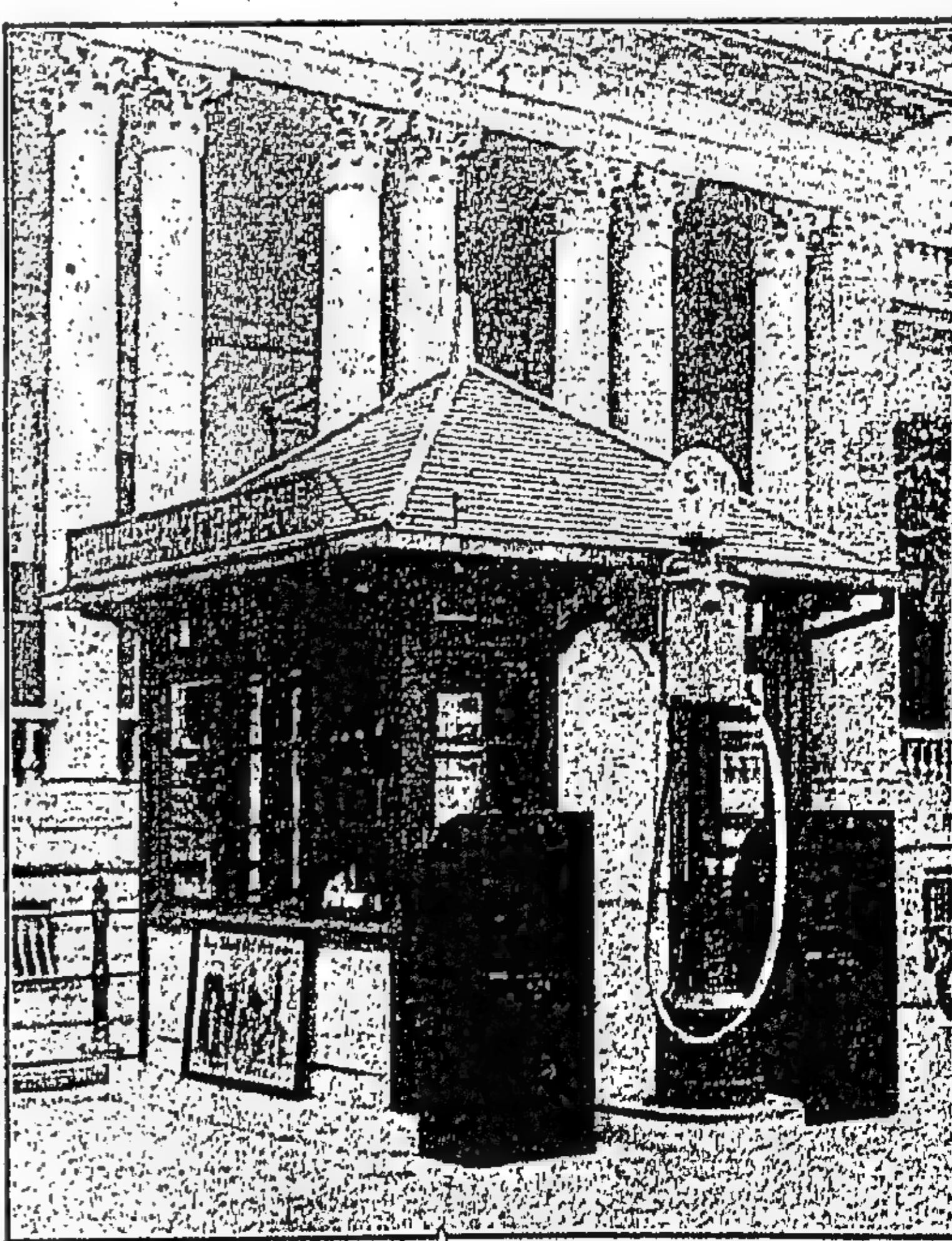
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This bleak, trackless waste in the Florida Everglades will be converted into a fine road crossing the state by next spring.

Miami, Fla., Oct. 20.—Two years ago a party of motorists attempted to cross the southern everglades of Florida between the Gulf of Mexico and the Atlantic coast. They found themselves in a pathless wilderness, and were rescued by airplanes.

By next spring, this same wilderness will be traversed by a fine macadam road which will cut the trip across the everglades to two hours.

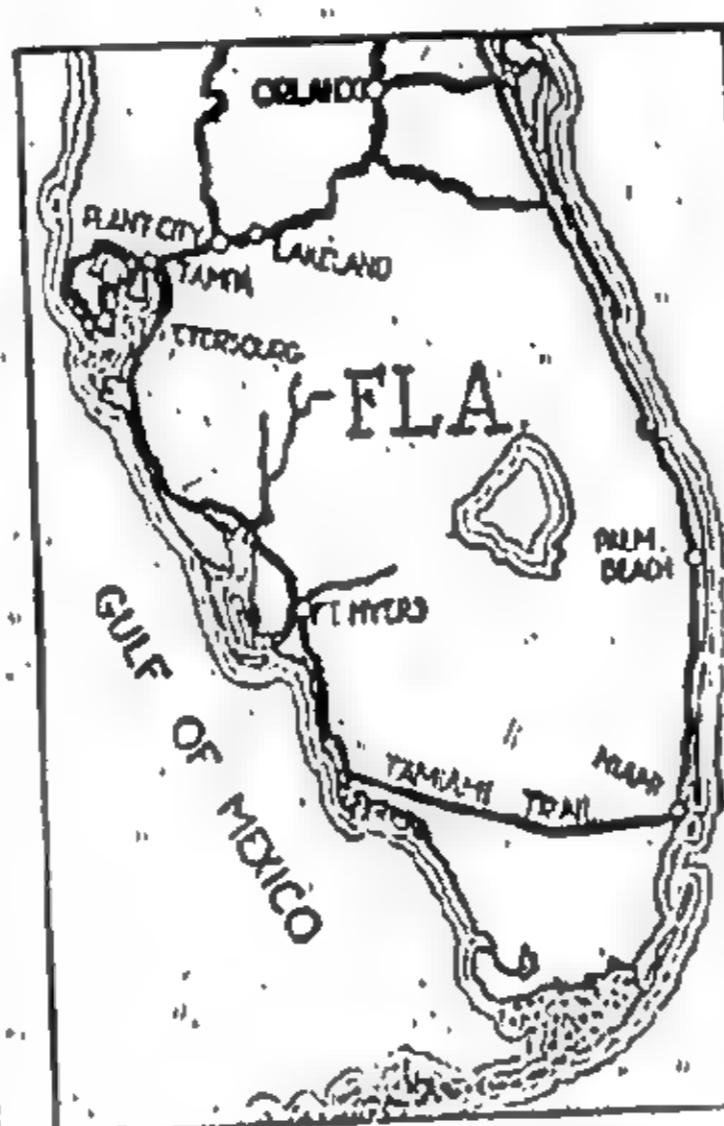
This is the new Tamiami Trail, named so because of its connexion between Tampa on the gulf side and Miami on the east. Its total length will be 298 miles and its completion will have cost the state of Florida almost \$14,000,000.

By means of this road, touring through Florida will be one continuous circle of sights. Visitors now will enjoy a new and entrancing side of this sunny state.

This wild country is full of wild game. Seminole Indians occasionally penetrated this region, but it was not until the highway engineers came along that so many white persons presented themselves here at one time.

Cutting this road, especially through the wild and marshy everglades, has been a particularly heroic and troublesome engineering job. Dredges had to steady themselves over soft swampy soil. Great drills had to hammer deep into the hard bed rock. And great saws had to be used to cut their way through four miles of cypress forest.

Many streams had to be crossed and bridges built on foundations found deep below the marshy top soil, to make this road complete. It is 90 miles from Miami to the gulf coast, straight westward.



This map of lower Florida shows how the new Tamiami Trail will cut through the Everglades.

Yet this stretch cost almost half of the entire cost of the 298 miles of road to Tampa. This, more than anything else, tells what it meant to cut across this trackless waste.

All supplies, and heavy machinery had to be hauled at immense cost. Huge drag-line dredges had to be mounted on great caterpillar tractors to get them over the soft soil. The workers camped alone in the wilderness, entertained by the cries of the wild turkeys and mallard ducks, the hoots of the owls and the screams of the eagles.

Travellers going through here next summer will enjoy similar diversions by day and night.

#### THAT "SHIMMY."

Tyres Not Always Responsible.

[By Israel Klein.]

When the balloon tyre first came into use, motorists were presented with a new difficulty—the shimmy. Of course, the shimmy was known in the earlier days, but not under the circumstances in which the larger tyres introduced it.

A car might have been perfect in every respect, and yet it shimmied.

At that time, the fault was laid expressly on the balloons themselves, and to some extent it may still be there. But by this time engineers have improved the balloons to the extent of almost entirely eliminating it as the cause of shimmy.

Yet the shimmy persists. If it does, there's something wrong with the car itself, most likely.

The wheels may not be aligned. The tyres may be unequally inflated. Or they may have been attached recklessly and unevenly. The steering gears may be loose. Or the wheel bearings may not be snug.

The front wheels may toe in too much or too little. Or they may be unequally balanced. And even the springs themselves may cause the wheels to shimmy, if their spring clips or shackle bolts are loose.

So it is that all these factors must be checked up to find the cause of that wobbling motion of the front wheels that is transmitted to the driver through the steering system.

First, attention must be paid to the steering wheel and gears. Play should be about one to one and a half inches at the circumference of the wheel. If it's more, the gears should be taken up.

Secondly, the wheels must be tight, the bearings properly adjusted so that there should be no more than about a sixteenth of an inch of "shake" on the rim of each wheel, and the front system must toe-in and align properly.

#### CARRYING SAINTS.

Europe's Latest.

Instead of dangling dolls in the rear windows of their sedans, many European motorists are now carrying small images of St. Christopher, patron-saint of travellers, and therefore of motorists.

These are particularly popular in France, and many of them are of very elaborate design.

#### CLAY ON WHEELS.

Synthetic Rubber.

Chemists in Nevada (U.S.A.) are attempting to produce synthetic rubber from clay.

Material being used in these experiments comes from a large deposit of unusual clay, about 25 miles from the town of Las Vegas. This earth is said to contain all the ingredients for making rubber.

To check toe-in, jack up each wheel and spin it while holding a piece of chalk at the centre of the tread. The chalk should be held perfectly steady, so that it may mark a line down the tread showing the amount the wheel toes in.

This may be about a sixteenth of an inch in most cases, although some wheels toe in an eighth of an inch or even more.

Of course, this test presupposes that there is no play at the hubs. If there is, this should be tightened up first.

Practice should be made of inflating the tyres to their proper pressure once a week. The manufacturer's advice should be followed. Equal inflation of the front tyres eliminates this as a possible factor in wheel shimmy.

Lastly come the spring shackles, bolts and clips. Their effect is felt especially when the car is moving at a high speed.

They should be tightened.

#### BUICK'S POWER.

##### Popularity of New Models.

We are advised by the Dragon Motor Car Company, Ltd., who are now showing the Buick Models for 1928, at 33 Wong Nei Chung Road, Happy Valley, that those who have ridden in the new Buicks for 1928 remarked especially on the quick pick-up and dashing acceleration of the new models.

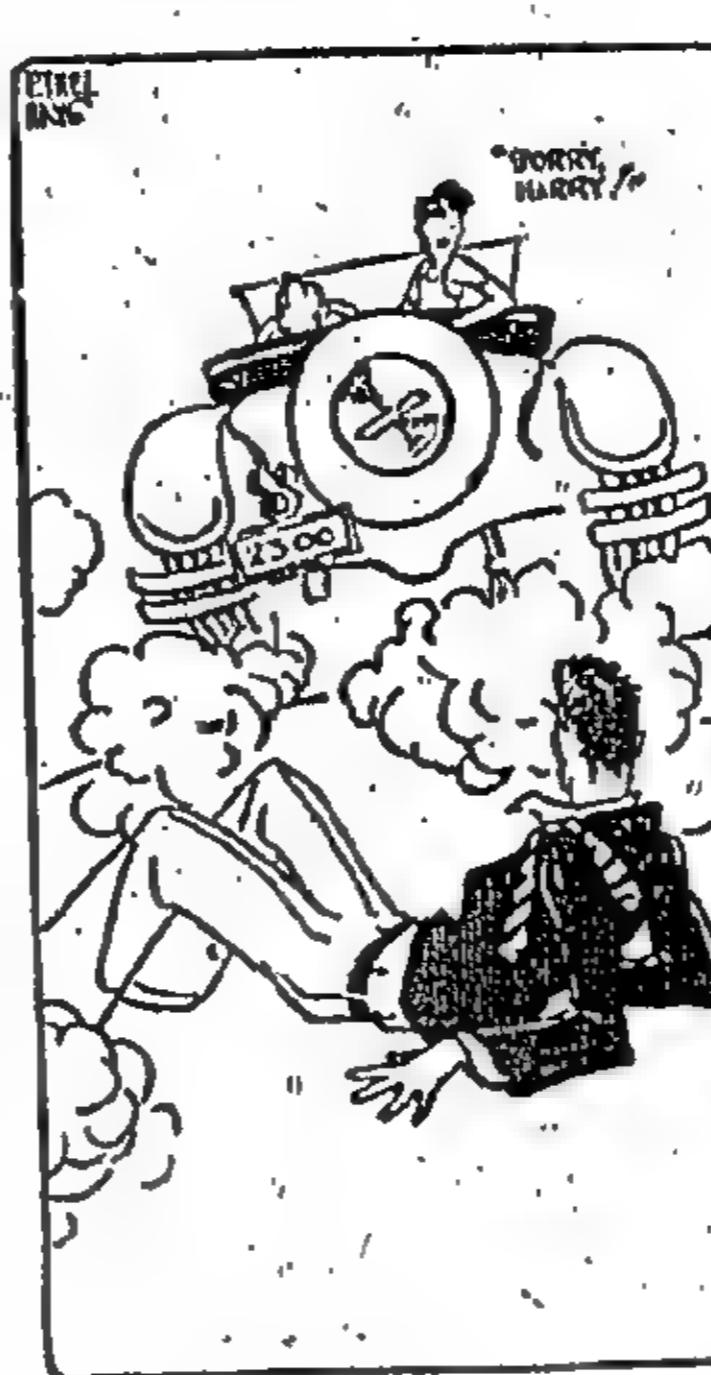
The name Buick has always been a symbol of power, and Buick has always been a fast car. Now there is a new eagerness in getting away when the accelerator pedal is pressed. The new model actually seems to enjoy creeping swiftly up on traffic ahead, or, after slowing down in the middle of a grade, to pick up speed for the remainder of the climb.

This new acceleration did not happen by chance. It is the result of study by General Motors Research Laboratories and tests on General Motors Proving Ground to redesign certain parts of the famous Buick valve-in-head engine to produce this desired result.

The new design more completely distributes the fuel in such manner as to produce more complete combustion. This means more power, quicker pick-up and a real economy in fuel.

#### INTER-STATE TAX.

New Jersey has authorized the laying of three-quarters of a cent per half-mile of travel over its roads by trucks and buses engaged in interstate transportation. Inspectors follow the trucks to see that the companies operating them make accurate returns.



It seems as though you can't go joy-riding without running into someone you know.

#### SIX DAYS' TRIAL.

##### Scotch Classic.

Recent advice from Scotland report A. J. S. machines winning the Scotch six-day cycle trial.

The trial was run over the roughest roads in Scotland. In places the road was a mere boulder-strewn track. On the first day 28 of the 95 entrants lost all hope of gaining an award on account of failures on hills. During the most difficult section of the fourth day, Frank Giles discovered dirt in the petrol tank and wasted 30 minutes in locating and repairing the trouble. Despite this fact the A. J. S. team, consisting of Frank Giles and A. and F. Downie, was the only team to finish without loss of marks, and all expressed themselves ready to commence another test if necessary.

#### A. U. S. CUSTOMER.

##### Australia Her Best Buyers.

For the first six months of this year Australia was America's best customer for automobile products, Canada and Argentina followed in importance, with Denmark and South Africa next.

Number of trucks and buses imported from America in the period was more than 100 per cent. above the same period of 1926, though the value of the increase did not follow the percentage.

#### \$45,563,000 ON ROADS.

Canada spent \$45,563,000 during 1926 on construction of all its provincial highways. The mileage covered by this expenditure totalled 46,824.

#### CHRYSLER

"52"

\$5,110 to \$5,120.  
52 MILES PER HOUR.  
27 Miles per gallon.  
5 to 25 m.p.h. in 8 Secs.  
Exceptional Roominess and Riding Comfort.

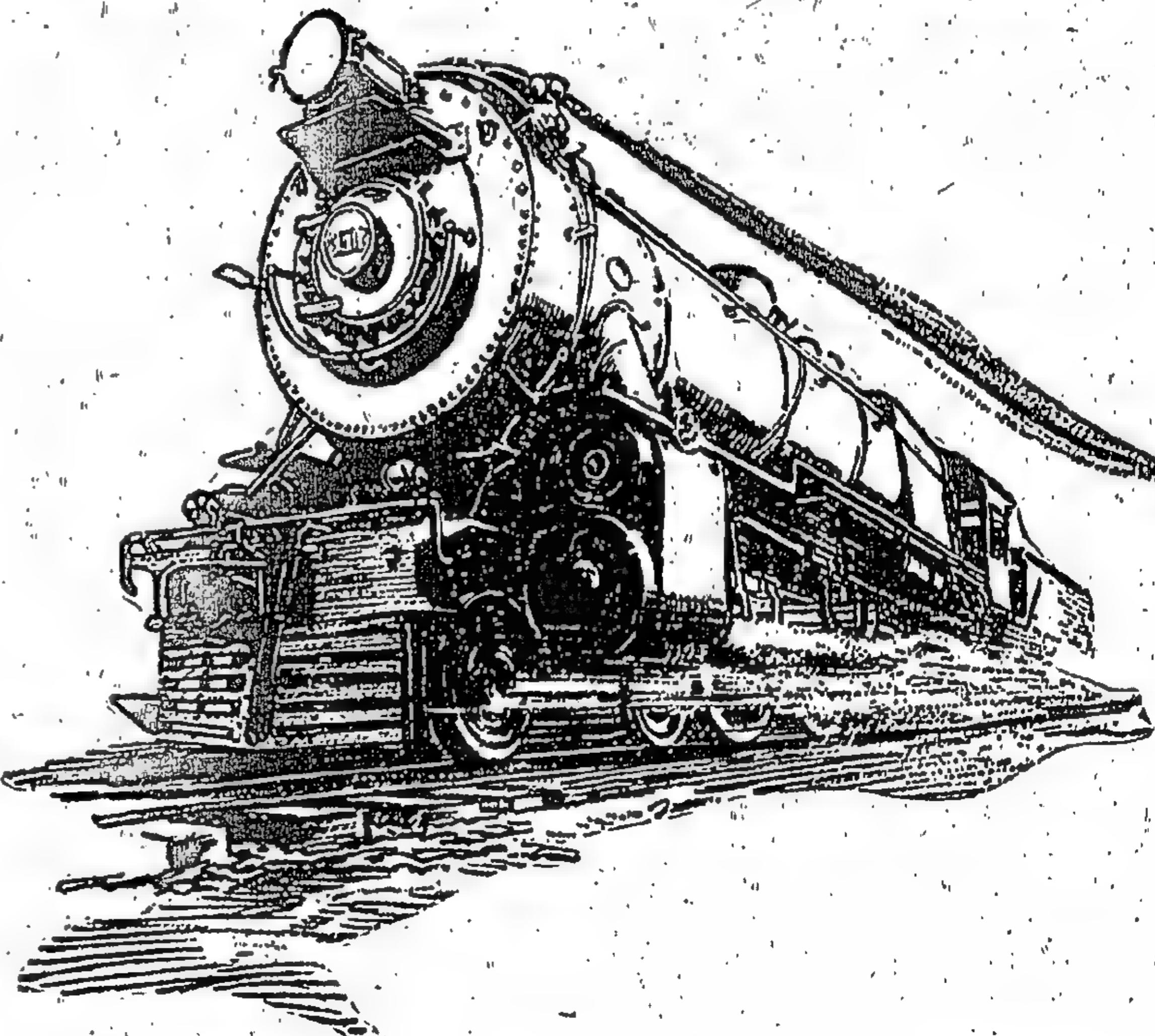
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A. I.

Ask a Bean owner his opinion of this car and he will tell you "A. I.". The Bean is built to give unstinted service, built to satisfy the most exacting motorist—built to the design and specification that will instantly recommend itself to you. Let us show you these famous cars and describe their outstanding features.

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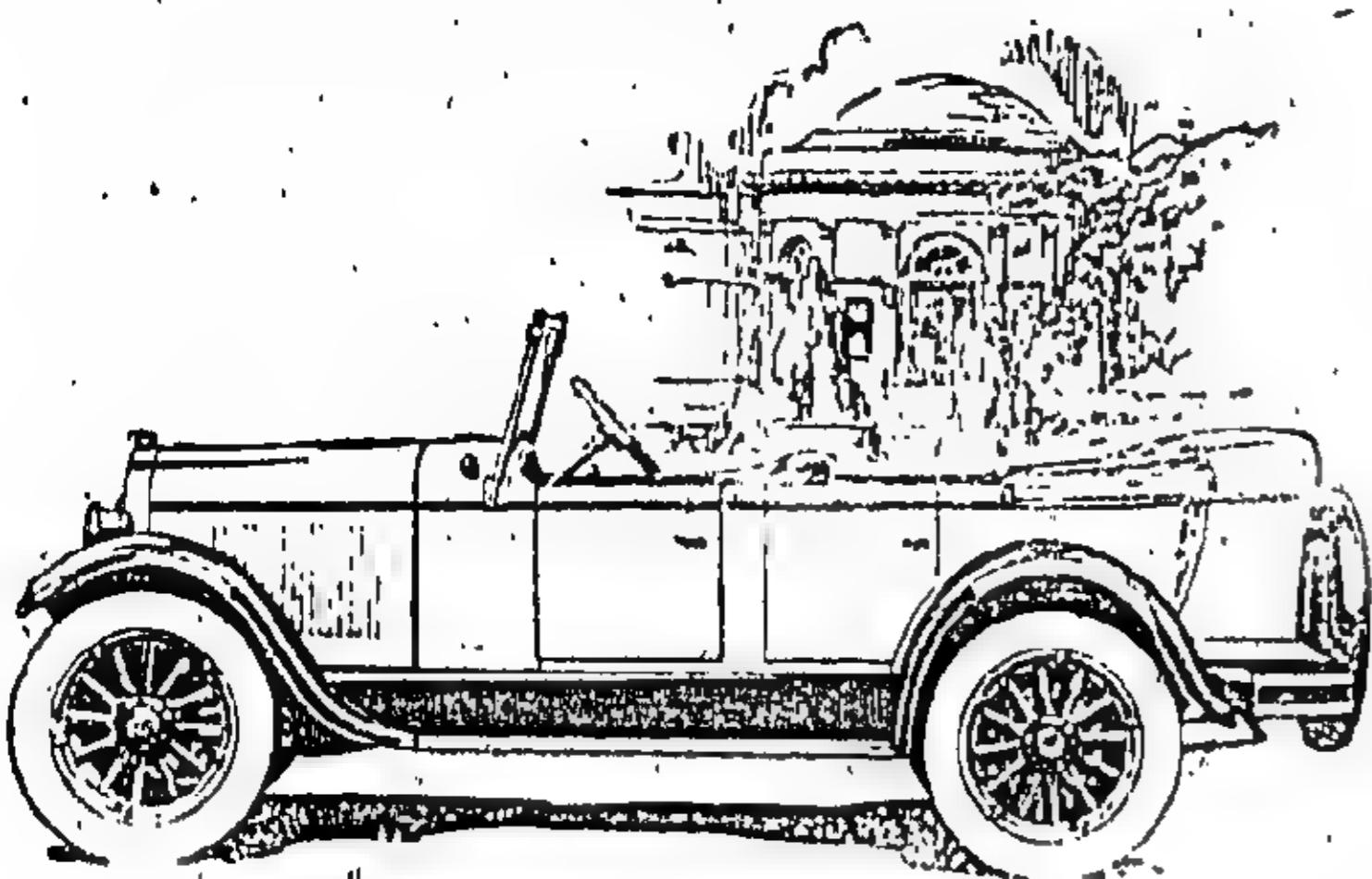
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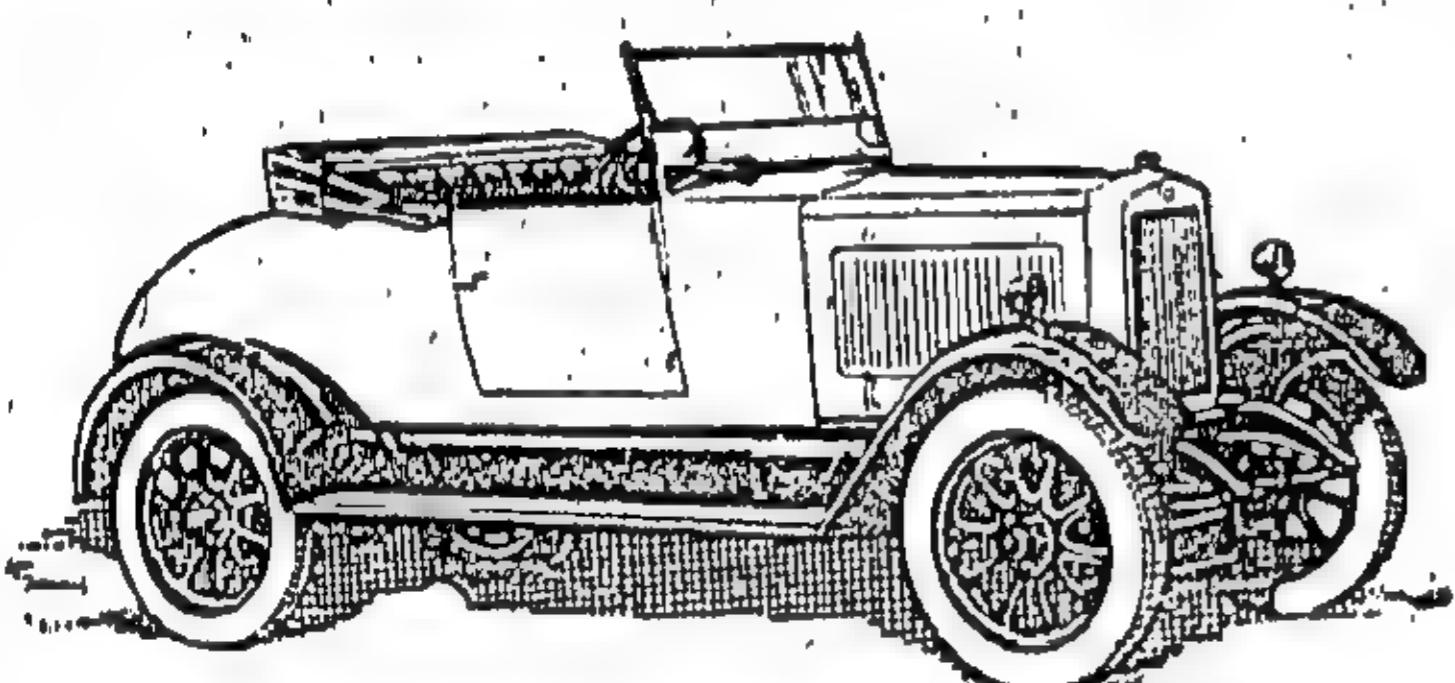
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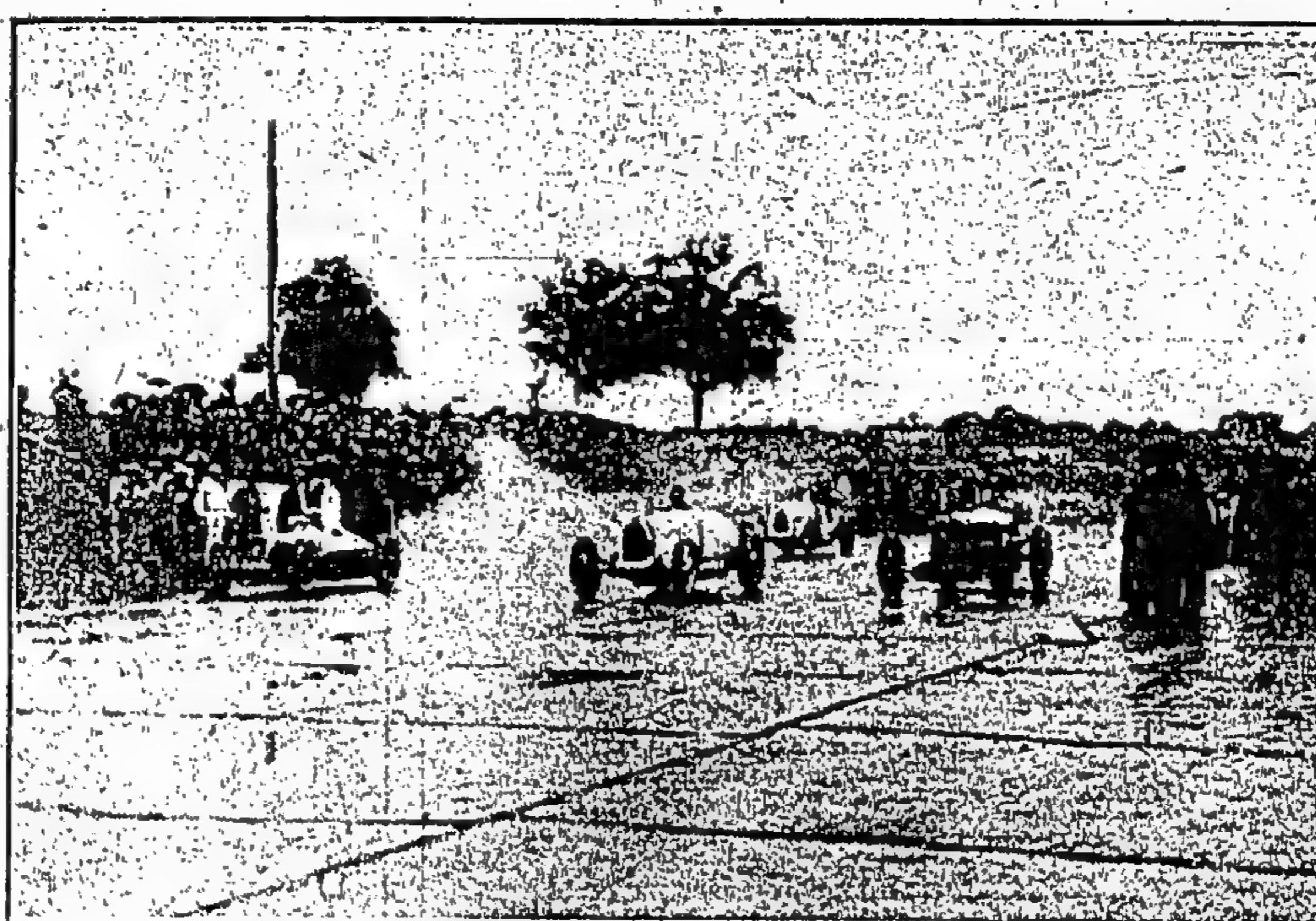
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## TWELVE CYLINDER FIAT WINS MILAN GRAND PRIX.



This year's Milan Grand Prix, run on the Monza track, was won by a 1,500 cc. 12 cylinder Fiat, driven by Pietro Bordino. The Fiat is seen on the extreme left of the picture.

### SUPER-CHARGED CARS.

#### British Manufacturers Experimenting.

[By Captain E. de Normanville.] For a considerable time we have had but few examples of supercharged cars on the market—a German make being the first. The pros and cons of such a fitting for an ordinary car have been debated thoroughly.

Some manufacturers of British sports models are at present busy with experimental work on supercharged engines, and yesterday I had a run on a light sports car so equipped.

Not only were the charms of the type of car increased, but the mechanism showed that one of the

chief defects of super-charging can be greatly reduced.

On a sports car, a little extra engine noise at high speed is excusable. And this mechanism was certainly quieter than any other I have previously tried.

The effect was almost like switching on another engine—like the change would be if you ran on only four cylinders of a straight eight and then switched the other four on.

#### TAXATION QUESTION.

In fact, the increased power was so noticeable that I could not help wondering what the taxation authorities would have to say if the idea came into general use.

If it were not for our present stupid basis of taxation, there would be little use for a supercharger on an ordinary car. We should merely have a larger engine, and run it "light" until full power was needed.

### BORN 1864.

#### First Benzine Car.

A monument to Siegfried Marcus, the inventor of the automobile, is to be erected in the centre of Vienna.

The car which Marcus built in 1864 can still be seen in the Technical Museum in that city.

It was the first benzine automobile, and the police prohibited him from driving the vehicle in the streets.

Marcus and a friend undertook secret tests at dead of night, but they were never very successful.

### STALLED BY IGNITION.

Two American automobile clubs last year, keeping record of trouble calls, show 53 per cent. of the calls resulted from electrical trouble in the car. One month, calls of this kind went as high as 59.5 per cent.

## HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

HUMOURING THE OVERHAULED ENGINE.

It has become pretty generally understood that a brand new engine, which has seen no previous road service, must be humoured very carefully during its first thousand miles of running, by being operated only at low speed, and with special attention to lubrication, in order to avoid scoring its cylinders and burning out its bearings. The reason for this is that all bearing surfaces—not having yet been subjected to the smoothing effect of mutual friction—are in a relatively rough and crude state and moreover that they are initially fitted together somewhat overtight, so that after their "high spots" are worn down, they shall still operate without undue looseness. This combination of imperfectly smoothed and overtightly fitted bearing surfaces entails high frictional losses, abnormal heating and the liability of the breaking down of protective oil films and the mutual cutting and roughening up of the rubbing faces of working parts. The fact is, however, not so generally recognized that an engine which has just been overhauled presents similar conditions and calls for the same careful "nursing" as the engine just turned out from the factory. Nevertheless this is the case. Cylinder-bores may have been given new surfaces by some reconditioning operation, new piston-rings, with imperfectly conforming faces or overtightly fitted, may have been installed, new bearing bushings with somewhat imperfect surfaces may have been inserted or the old bushings re-adjusted to a tighter fit to their shafts. In short, the same conditions of bearing surfaces not yet worn smooth and in too tight adjustment are almost certain to prevail. An engine upon which some or all of the above repairs have been made should not be accepted, if it handcranks unusually hard. The repairman should be made to "run it in" until its stiffness has nearly disappeared, thereby assuming the responsibility for the soundness of his job. When put in service, it should not be run at nearly top speed for a thousand miles at least, signs of overheating should be watched for, it should occasionally be handcranked to see if it is limbering up properly and

#### STARTS HARD EVEN IN SUMMER.

Question: The engine of our car has always been hard to start, even in summer and in our heated garage. We invariably have to use the choker, and if starting is unsuccessful on the first attempt, and the choker has to be used a second time, gasoline drips out of the carburetor. What is the cause of this trouble?

Answer: Your difficulty in starting, even with the engine warm, indicates that the carburetor adjustment is extremely lean, that there is some leakage of air into the intake system above the carburetor mixing chamber or possibly that the fuel level is abnormally low in the carburetor float chamber. This is assuming that the ignition system is O.K., with spark-plug gaps not too wide and a good spark. You better have an inspection made to see that the air-valve and needle-valve adjustments of the carburetor are correct, that the fuel level is right and that the carburetor flange connections of intake-manifold branches are all gas tight and no other chance for air-leakage present.

Develops a Squeak. Question: The last time I drove my car I noticed a high pitched continuous squeaking, not loud, but rather piercing, which kept up as long as the car was moving, whether the engine was running or not. What do you think causes this?

Answer: We don't know, but it may be that the bearings of one or both of the front wheels are not being lubricated properly. Jack them up and see if they squeak when they are turned by hand. If so, their bearings need to be packed with grease at once, as they will be spoiled, if allowed to run dry. If you do not find the squeaking at the front wheels, it may be in the rear axle. We think it is a dry ball or roller bearing somewhere, which is making this noise.

### CAR THIEVING.

#### Increasing at Home.

It is apparent every day, says *The Motor*, that the audacity of the car thief is steadily increasing, and the more cars there are coming into use the greater is the scope for theft; in fact, he is now finding it "dead easy" to use an Americanism. Many of the everyday cases of car theft, reported in the Press, make one marvel at the mentality of some of the owners who lose their cars. They seem rather to place a pathetic trust in the sterling honesty of all mankind, or else they reason that surely no one would make off with so notorious an article as a car.

Consider the factors that tend to make car thieving easy. Mass production, tens of thousands of cars exact to one type, consequently a strange driver on one never excites suspicion and he probably knows well how to handle all makes of mass-produced cars. Consider how the electric starter plays into his hands! He has probably watched a particular car, and choosing the appropriate moment has jumped in, pressed the starter switch, and in twenty seconds or even less is well away with it.

One sees on suburban roads literally dozens of cars left unattended, any one of which is a "git," particularly at dusk, to an enterprising thief. In the old days engines had to be cranked, and it might be a couple of minutes before the car could be driven away, and as one often had to do a little tinkering with the carburettor, this proved a very fair deterrent to the would-be car-snatcher. Now he asks for nothing better than the present-day popular press-the-button-and-drive-away production. If now owners will seriously consider how cars inherently lend themselves to easy theft it will be at least one step forward in the anti-theft campaign.

### CANADA'S TRADE.

#### Motor Market Improves.

Improvements of roads, growth of the automobile financing plan and perfection of the closed-type model car are given as the chief reasons for the rapidly increasing motor sales in Canada.

The partial payment plan has been endorsed by the leading men of the industry who claim that a careful check shows that only 1 per cent. of the Canadian buyers are unable to complete their payments.

The closed car is especially suitable to the Canadian climate and provides all-year transportation to motorists who formerly put their open touring cars in storage during winter months.

The dominion government has been active in fostering the construction of additional highways and in surfacing existing gravel and dirt roads.

In this work both the dominion and provincial highway departments have spent several millions of dollars, and plans have been drawn for additional work to be carried out during the next few years.

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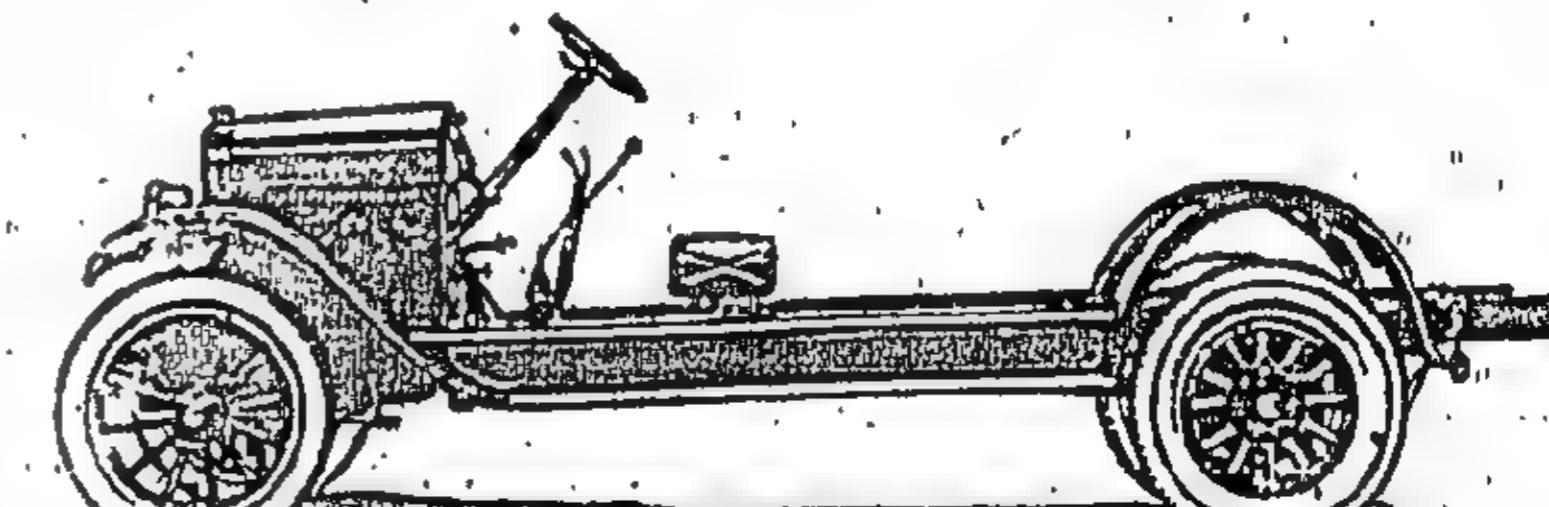
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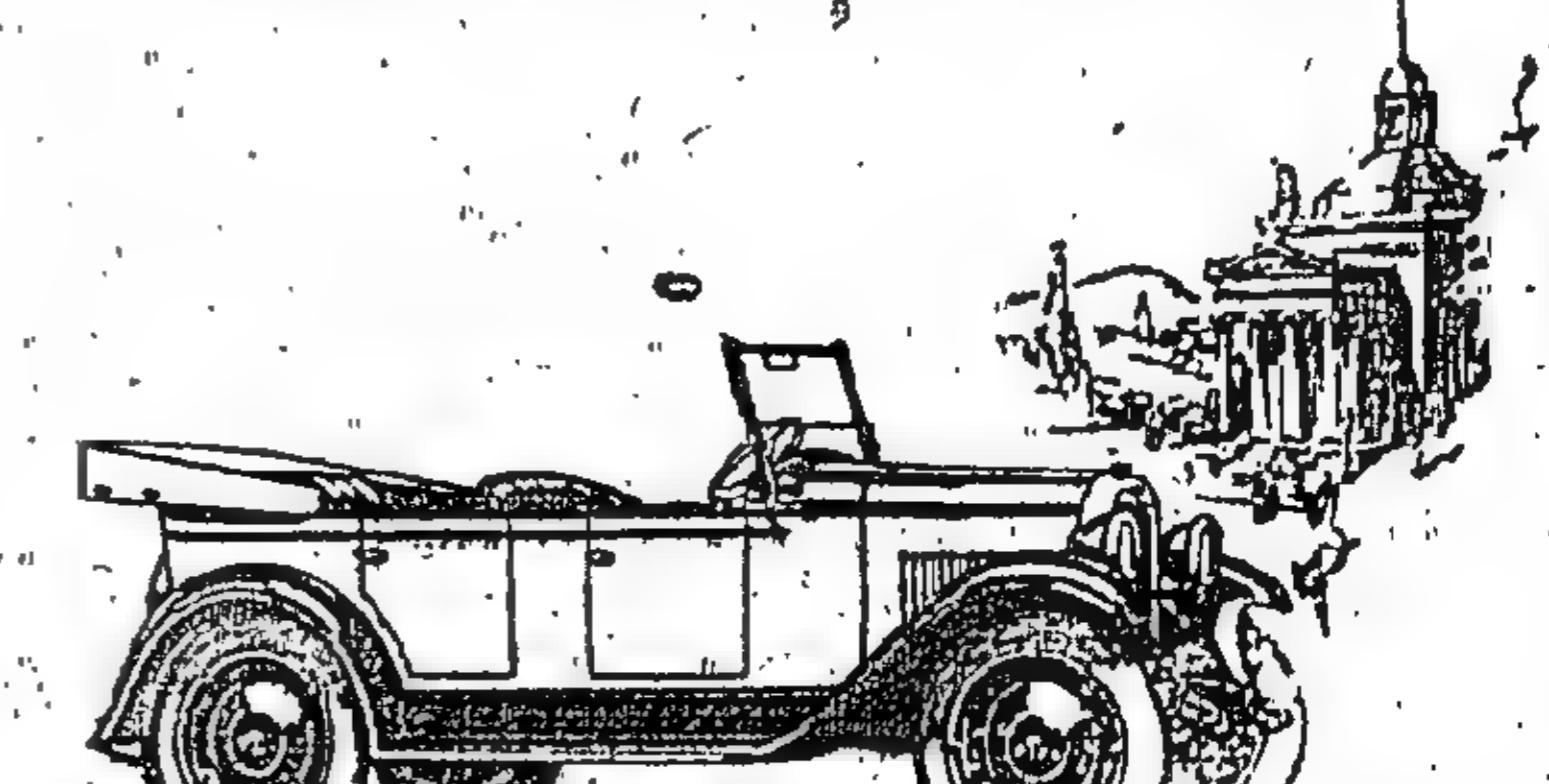
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## SHANGHAI ITEMS.

## INDIAN AGITATOR'S ACTIVITIES.

## WHAT'S RIGHT WITH CHINA."

(Our Own Correspondent)

Shanghai, Nov. 5.  
The savage attack made by a discharged servant on Mrs. E. T. Forester has administered a profound shock to local residents. The murderous affair recalls to mind the vigorous campaign that was instituted some years ago by the British Women's Association for the formation of a Servants' Registry Bureau under the control of the Municipal Council, which was to have served as a sort of clearing house for the engagement of Chinese servants for foreign households. For some mysterious reasons, the movement received lukewarm support from those whom it was designed primarily to benefit—the general body of the public—and the local press actually threw cold water on the scheme. Small wonder that the project died of sheer inaction.

The community has now been sharply awakened to the vital necessity for the imposition of some sort of control on the engagement of servants. It is true that there are still in the employ of a few favoured ones the "old type" Chinese servant who will remain loyal to his master unto death, if need be, but it is a fast-dwindling class, and there are far too many menials who have drifted into the Settlements from the backwash of political turmoil and disorder whose antecedents need examining.

The Joyous Adventures of Rajah Pratap.

The Pan-Asian Conference in Shanghai, after a series of preliminary mishaps, has commenced its deliberations. In the first place, Rajah Pratap, the cynosure of all eyes by reason of the fact that he is one of the outstanding figures in the conference, was somewhat tardy in keeping his appointment, subjecting the delegates already assembled to a tedious wait; and in the second place, when the party did get underway, it did so minus the representatives of three important regions of Asia, neither the Philippines nor French Indo-China sending delegates and the so-called Provisional Korean Government established in Shanghai being denied entrance, due to the remonstrances of the Japanese delegates.

The Rajah came to Shanghai by a tortuous route. Instead of arriving here direct from Japan aboard an N.Y.K. vessel, as had been anticipated, the Rajah slipped over quietly to Tsingtao on a diminutive craft, and on reaching these shores was taken ashore on a launch before the vessel docked. What transpired later at Nantao, where the conference was inaugurated, made it clear why this surreptitious procedure was considered necessary.

No sooner was the conference in full swing than the Fajah regaled his audience with an oration in which he vehemently denounced Great Britain and incidentally invited France, Germany, Italy and Spain to join forces with the peoples of Asia in dethroning British "imperialism." The meeting degenerated into plain vituperation.

One wonders if, at the end of this conference, the affairs of China, Japan, Turkistan, Turkey, Ceylon, Afghanistan, Formosa and Arabia will have been advanced. The conference frankly has been a fiasco.

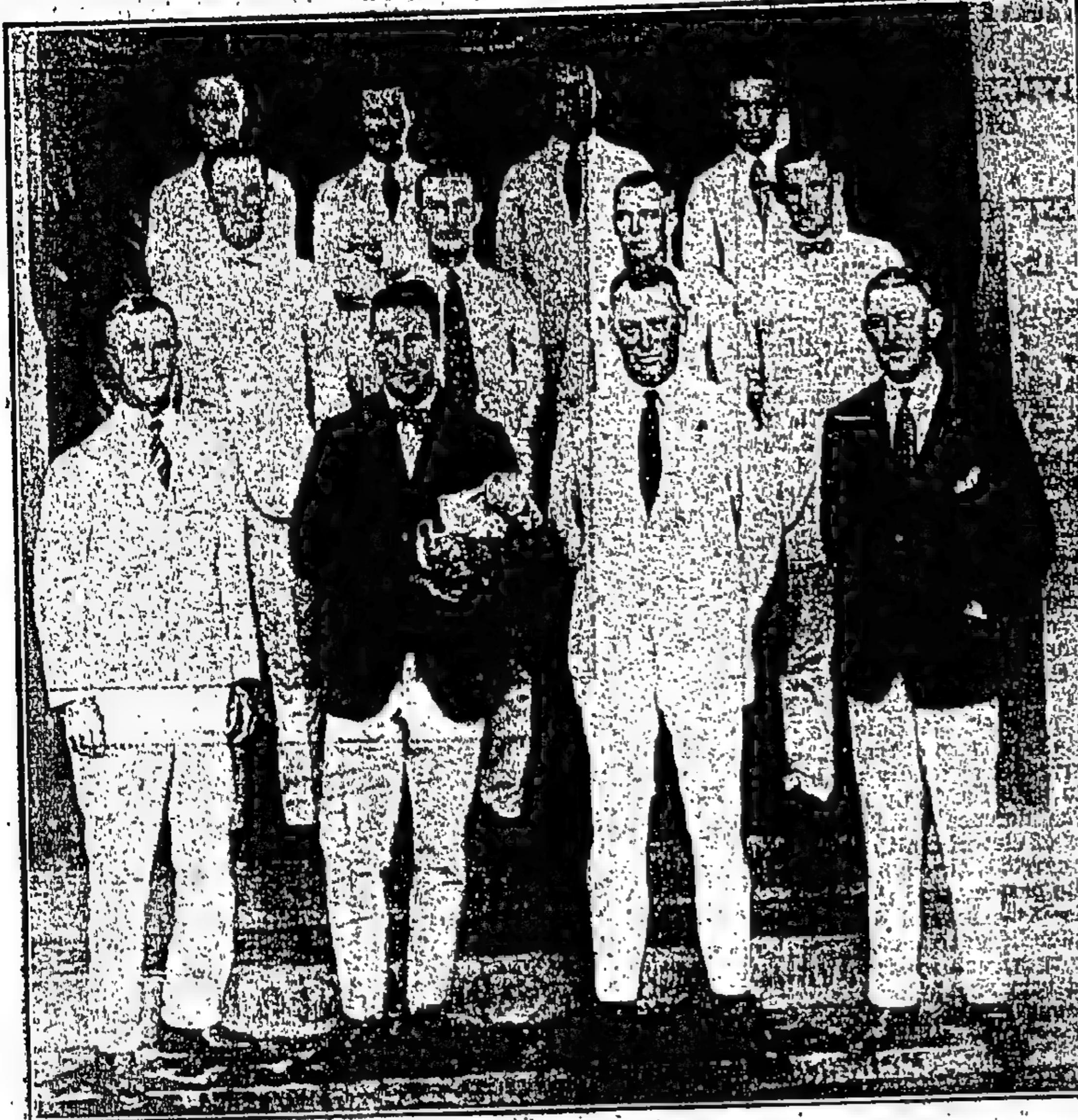
## Breaking in the Brokers.

Things move slowly in this country; sometimes they don't move at all; but occasionally a spirit sets in and action takes the place of inertia. Even the Shanghai Municipal Council, stolid and conservative to the point of making people despair at times, would seem to be coming under the influence of the universal demand for progress, for the fiat has gone forth that that juggernaut of the business districts—the broker's trap—shall be bridled so that life and limb may no longer be endangered by galloping brokers' steeds careering madly up and down the road at breakneck speed in the most congested areas so that our friend the broker may the more easily chase the nimble dollar.

For years the local traffic regulations have been rigorously enforced on every one except the brokers, who have naturally come to regard themselves as a privileged class beyond the reach of the law. Their well-fed and sleek trap ponies have cavorted and pranced about the Wall Street of Shanghai—Kuklun Road—while traffic policemen have looked the other way. But all this is to be

(Continued on Page 16.)

## INTERPORT GOLF TEAMS.



The above group photograph, taken in Manila, shows the Hongkong and Manila interport golf teams which competed in the recent match. Manila won by a big margin.

## ARGUING OVER WAR LORDS IN CHINA.

## PRINCIPAL INDOOR GAME OF PEKING.

## THE "TRUTH" ABOUT CHINA.

Peking, Nov. 5.  
Foreigners resident in China have two principal indoor amusements, talking politics and writing letters to various publications. And the two often go hand in hand.

A dinner party in Hongkong, Shanghai and Harbin, or any other city of China where foreigners congregate, usually is as replete with political gossip as with food—and the average foreigner in China eats well.

Diplomats, missionaries, business men and adventurers all talk politics or near-politics incessantly, and the new-comer in China finds himself hopelessly confused with a rattle-fire of names, dates, generals, bandits, cities and wars and threats of war which blend into a cross-word puzzle of understandable jabber.

Nearly every foreigner in China has a positive opinion on the thousand and one serious problems which confront this problem-ridden country and if any other guest at any dinner party disagrees with him, he lets off steam as soon as he gets home by writing a letter to the Press.

## Chain of Argument.

The result, of course, is an endless chain of argument. Debate starts in the newspapers or at a dinner party, is continued at the next dinner party and in the next newspaper, and so on continually.

Every Chinese leader has his champions and his detractors and one may hear in any given week that Feng Yu-hsiang is a true Christian and a real gentleman, or a whiskered Bolshevik and proven traitor. Generalissimo Chang Tsai-kai is at once the hope of China and the pretector of foreigners and a blood-thirsty ex-bandit who maintains his power by virtue of the executioner's sword.

There are literally scores of foreigners in China who can tell one the "truth about China" but strangely these truths are nearly always contradictory if not diametrically opposed.

## Letters To Newspapers.

The confusion is such that even the writers of letters to the newspapers at time are in doubt. A correspondent of one newspaper, for example, was worried about the fate of a Chinese friend and wrote the editor:

"Some time ago we read in your paper that General Chin Yun-ao of Kuklungshan has been invited by Marshal Feng to a dinner and afterwards executed. Now we learn from the same paper that General Chin is leading his army as before under Marshal Feng. If that is so, we surely can't have been killed by him. Will you kindly inform us the real truth about the matter?"

In reply the editor admitted "it is hard to estimate the reliability of the Chinese news agency dispatches alleging the execution of the Malays in Singapore."

(Continued on Page 16.)

## SINGAPORE MALAY SETTLEMENT.

## 6,200 ACRE SCHEME ANNOUNCED.

## A BIG RESERVATION.

The Straits Settlements Government Gazette contains a notification that 6,200 acres of land in the mukims of Paya Lebar and Ulu Bedok are to be acquired for the purpose of a housing scheme for Malays of the poorer classes in Singapore.

This is the culmination of an inconsistent agitation for the establishment of a Malay settlement in Singapore, where, it is said, the Malay kampongs are gradually being driven farther and farther out into the country owing to rising rents and land values, and local Malays experience great difficulty in finding housing accommodation within their means.

Realty a committee was appointed to consider the problem, and this acquisition of land presumably follows upon its recommendations to Government.

The area of the new reservation is defined as follows:—All that portion of land bounded on the south by the Changi Road and the southern boundaries of the mukims of Paya Lebar and Ulu Bedok; on the west by a line starting at a point at the 4½ mile on the Changi Road and thence northwards to the northern boundary of Paya Lebar mukim. On the east by a line starting at the seventh mile on the Changi Road and thence northwards to the northern boundary of the mukim of Ulu Bedok; on the north by the northern boundaries of the mukims of Paya Lebar and Ulu Bedok.

## Malay Council Member's Views.

The Hon. Inche Eanus, the Malay unofficial member of the Legislative Council, told a *Straits Times* representative that the land to be acquired was very suitable for a Malay reservation. It was mostly planted with coconuts, and well-drained. Access to it was afforded by buses along the Changi Road, and the roads that were to be made through the settlement would also be used by the buses.

The settlement would be run on the same lines as the Malay reservation at Kampong Bahru, near Kuala Lumpur. Malays would be given specified small areas of land at a monthly rental, schools, mosques, roads, and other amenities would be provided gradually, and the development of the settlement would be regulated by proper sanitary and spacing arrangements.

It was not expected that the whole 6,200 acres would be required immediately. They expected to start with 1,000 families, but there were about 50,000 Malays in Singapore, including Javanese, Boyanese, Bugis, and so on, and it was likely that the whole of the area would be required eventually.

As an example of the difficulties met with by Malays owing to rising property values Inche Eanus mentioned the Malays who were living on the land around the railway terminus at Geylang, which land was becoming steadily more valuable.

The Malay community are very grateful to the Government for creating this settlement. Inche Eanus added, "and it will help very greatly to improve the lot of the Malays in Singapore."

## THE KUOMINTANG CONFERENCE.

## INTRIGUES BEHIND THE CANTON IDEA.

## GENERAL LI OPPOSED.

The arrival from Shanghai at Canton on Wednesday of some Kuomintang "Leftist" politicians, including Messrs. Ku Man-yu, Wang Fa-ken and a few others, caused the sceptics to conjecture that the proposal of Mr. Wang Ching-wai, the new Chairman of the Canton Political Council, to call a fourth session of the Kuomintang Conference, would soon materialise.

Since the number of attendants required by the Kuomintang rules, for the holding of such a Conference, must be at least nineteen Commissioners of either the Kuomintang Central Executive Committee or of the Supervisory Committee, and since at present in Canton there are no fewer than ten Kuomintang Commissioners, there is a likelihood of the necessary number being present before long.

Kuomintang Commissioners who are in Canton are Messrs. Wang Ching-wai, Chan Kung-poh, Ku Man-yu, Kain Kai-kwong, General Li Chai-sum, General Wang Shao-hung, General Li Fuk-lam, Messrs. Chan Shu-jen and Wang Fa-ken, and Mrs. Liao Chung-ki.

According to a Canton report Messrs. Chu Min-yi and Tai Chi-tau, the president of the Chung Shan University in Canton, are also said to be coming back to Canton from Shanghai soon. They are both Commissioners of the Kuomintang, and the likelihood is that they may attend the proposed Conference.

Another Commissioner who is on good terms with Mr. Wang Ching-wai, and consequently may consent to attend the Conference, is Mr. Hwang Shih, who is now in Kiangsi.

However, the holding of this Conference depends a good deal upon the attitude of General Li Chai-sum, who, it is said, is on good terms with the Nanking Kuomintang members of the Nanking faction objected to the holding of such a conference at Canton, the arguments of the Canton Commissioners of the "Leftist" faction regarding this conference may very likely fall on the deaf ears of General Li.

An "Impossibility." According to another Chinese report, which refers to the many "impossibilities" of the holding of such a Kuomintang session in Canton, it is stated that the motive of the Canton "Leftists," who are sponsors of the Hankow faction, for the holding of a Canton conference, is that they desire to prevent General Li Chai-sum's sending an expedition to Hankow on the one hand, and on the other hand, they wish to repudiate the Nanking Kuomintang Special Committee by the calling of such a Kuomintang meeting in Canton.

In connexion with this, it explains why Wang Ching-wai, the "Leftist" leader, showed his strong disapproval of General Li's organisation of an attack on Tang San-chi.

But General Li has good reasons for taking such a move, regarding

## ROBBERS TRAPPED AT SINGAPORE.

## SENSATIONAL POLICE CAPTURE.

A party of armed robbers who raided a Bukit Timah residence on Friday evening last, walked into the arms of a party of waiting Police.

Three of their number were captured after a short and sharp scuffle in the course of which the only shot fired by them passed harmlessly over Inspector Smith's head.

The house is that of Mr. C. O. Tan, at 309, Bukit Timah Road. Acting on information received Mr. MacMillan, assistant Superintendent of Police, and Inspector Smith and a party of police went to the house.

Mr. MacMillan and a number of his men took up position surrounding the house, while Inspector Smith and the others of the party stationed themselves inside the house.

This was at about 6 p.m. The front door was left invitingly open, and at 6.40 in marched the expected visitors.

They crossed the verandah into an inner hall. Inspector Smith and his men, from the bedrooms on either side rushed out.

The robbers turned and made for the front entrance, only to find a number of Mr. MacMillan's party coming up the front stairs.

As stated, the scuffle was short and sharp, the shot that was fired being apparently that of one of the escaping men as he leapt over the verandah rail.

The men were produced before Mr. N. D. Mudie, sitting as Second Police Magistrate, the following morning and were remanded.

## Robbery Frustrated.

Mr. Yong Fook, of the Police Department, on emerging from his Club in Pagoda Street on Friday night, noticed five men, as he thought in conversation.

On getting nearer, however, he saw that three of them were holding the fourth, while the fifth was going through the hold man's pockets.

He pluckily went to the victim's assistance and was successful, not only in preventing the alleged robbers getting away with any money, but also in seizing one of their number.

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## The Green Room Club, of which practically all the leading actors are members, is 50 years old. The jubilee will be celebrated by a dinner at the May Fair Hotel, at which about 400 people are expected to be present. Sir Gerald du Maurier will preside. The club was started in 1877 in one room in the Adelphi. W. G. Mr. J. R. Crawford, now in his 78th year, is the one original member left. Dame Madge Kendal, next to Dame Ellen Terry—there is one year between them—the senior actress of the English stage, will be the guest of honour.

## How Much Do You Know?

## TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 18 of this issue.

1. What is a *liviripio*?

2. Who was the first rich father to endow sons and daughters alike?

3. Where is the *Longships* light-house?

4. What are the usual names for a spink, a dunock, a bubbly-duck?

5. Which Shakespearean heroine was a good cook?

6. What grand constellation is visible at some time of the year in every part of the British Empire?

7. What is a *wapentake*?

8. What is the correct sense of "confection" applied to clothes?

9. What year in the last century was marked by the appearance of the most splendid known Comet?

10. Name the Englishman who was represented as a saint in the chapel of Coucy-le-Chateau.

11. What are the Cumbracs?

12. What great poet wrote rhymes, roared rhymes, and reverted to rhymes?

the expedition, as it is generally known that he not only is on the side of the Nanking militarists like Generals Li Ching-yuan and Pei Chun-hsi, but that he and the two latter generals are strong allies.

The two generals were once not only supporters, but subordinates of Li Chai-sum. The trio are known as leaders of the famous "Kwangtung clique."

However, much depends upon the turn of events in the war between Nanking and Hankow, and since the latest information tends to show that Nanking is on the winning side, and that some of the latter's troops are making attacks on Hunan, the probable outcome will be that General Li Chai-sum will send an expedition to Hunan, and the holding of a

Kuomintang Conference in Cam-

pan will be an unfulfilled dream.

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### SHANGHAI GOLF.

#### BUDD ELIMINATED IN THE FIRST ROUND.

Not for a long time has there been such sensational golf in Shanghai as that which took place at Kiangwan last Sunday in the first of the match play rounds of the championship of the Shanghai Golf Club. The most interesting event of the day was the defeat of M. W. Budd in the first round by H. R. Malcolm, while in the second round A. R. Blinck just escaped by the skin of his teeth. The results of the day's play are as follows:

#### First Round.

R. Lock beat A. Gray, 1 up  
 A. V. Pettitt beat K. M. Cumming, 2 and 1  
 H. R. Malcolm beat M. W. Budd, 2 and 1  
 P. H. Prevost beat J. H. Underwood, 2 and 1  
 W. H. Huggett beat T. W. Mitchell, 2 and 1  
 A. R. Blinck beat D. Ward-Smith, 1 and 3  
 J. F. Pilcher beat R. T. Denison, 5 and 3  
 A. Hamilton beat D. McLaren, 1 up

#### Second Round.

R. Lock beat A. V. Pettitt, 1 up  
 H. R. Malcolm beat P. H. Prevost, 5 and 3  
 A. R. Blinck beat W. H. Huggett, 1 up  
 J. F. Pilcher beat A. Hamilton, 4 and 3

When the White Star liner Majestic sailed from Southampton for New York recently it carried one passenger who had paid nothing for the passage. It was "Jimmy," the ship's new mascot, who has made his home aboard the ship for the past eight days. "Jimmy," a bird with a brown back and a greyish breast, alighted on the vessel when she was 1,500 miles from Newfoundland, the bird's native haunt. Darting through the doorway leading to the main companion way, "Jimmy" installed himself in the glass dome which separates the lounge from the palm court. Since that day "Jimmy" has strutted thousands of times round the edge of the great dome, breaking the monotony by short flights. He refuses to leave the ship.

A Johannesburg message says: The Compagnie Centrale de Construction, Belgium, has secured a contract for furnishing 50 fruit wagons to the Union Railways, the price being £26,750. Only one British firm tendered, its price being 50 per cent. above that of the Belgian company.

Gosano opened the scoring when the game was but a few minutes old, and in spite of constant pressure, it was not until ten minutes from the interval that Leach equalised for the Services. Leach was put in possession some fifteen yards out, he had time to place the ball dead and take deliberate aim for the goal, and he was allowed to go through this formula without challenge, netting easily.

#### Half-Backs' Mystery.

Admittedly there were periods when the Rest put much effort into their endeavours to force the play, but generally speaking, Aird, Sims and Butler, the Services' half-back line, held complete mastery, and Avery was seldom in trouble.

Even after the riot of goal-scoring there was little slackening off, but the Services led the defence such a dance that towards the end the prettiness of their work grew to become almost monotonous. Leach did the "hat-trick" in the course of the game, but to Northey must go the honours in the forward line. He dribbled cleverly, gave Ward and Leach splendid passes, and had a big hand in three of the goals, apart from the one he scored himself with a beautiful daisy-cutter from 20 yards' range, the last goal of the game.

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#### Second Half Goals.

The second goal came soon after the interval. Pau Ka-ping, who inspired confidence, albeit he made many capital saves, fumbling. Northey's shot and allowing the Rev. Alexander to run in to score. Sims beat Pau for the third time from a corner, the fourth goal resulted from an individual effort by Northey who drew the defence and slipped the ball to Leach, who placed it in an empty net, and the fifth was almost on a parallel, Northey making an easy opening for Leach to apply the final touch.

The Rest defence was never good enough for the opposition. Only Stewart and Wynne played up to expectations, but although the former worked gallantly hard and was most prominent on the Rest side, the task of holding the nippy forwards was more than sufficient work for one man. Wynne tackled well and kicked effectively but he also suffered from shoulderering too great a share of the work. Gosano and Howarth were best forward, but the line was never working harmoniously, principally due, no doubt, to lack of support.

#### Sims in Fine Fettle.

The half-back line was the Services' strong suit. Sims gave one of his best displays, giving the opposition little scope and sending forward wonderfully accurate passes, opening up the game delightfully and keeping the whole line on the move. On either side of him, Aird and Butler were little less efficient, displaying keen anticipation, and passing with nice judgment.

Leach did all expected of him in the forward line, but Northey was the outstanding player in a most capable line. Hooper was more reliable than Cavell, though both put in much good work. Avery was seldom called upon though he did good work in the closing minutes, while the Rest were striving hard to reduce their deficit.

There was a splendid attendance, and the figure of \$1,200 taken at last year's match will be easily exceeded.

A British Ariel motor-cycle and side car completed 5,004 miles without the engine stopping, thus beating Chamberlin's and Levine's non-stop record of 3,908 miles, which was accomplished in an aeroplane.

### CHARITY SOCCER.

#### SERVICES GIVE FINE DISPLAY.

#### "REST" OVERWHELMED.

[By "Wanderer."]

Other than that the Services have never given a more brilliant display of skilful football and well-balanced teamwork, in this Colony at least, there is little to be offered in extenuation of the overwhelming defeat suffered by the Rest in yesterday's charity match on behalf of Earl Haig's Appeal. After being one down within a few minutes of the start, the Services won by six goals to one, and the score in no way exaggerates their superiority.

During one period in the second half the red-shirted Service players were irresistible. For fifteen minutes the Colony's representatives were outpaced, outmanoeuvred and totally unable to contend with the lively attack set up. The defense cracked before a series of cleverly initiated movements carried through by crisp accurate passing, and the Services put the issue beyond doubt with four splendid goals, every one the climax to smart approach work and yet very simple-looking merely because things were made so easy for the actual scorer.

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### VOLUNTEER SPORTS AT KOW LOON.



The above photographs were taken at the annual sports of the Hongkong Volunteer Defence Corps which were held on Saturday last at the Kowloon Cricket Club. (Photos: Welcome Studio).

### LOCAL GOLF CONTEST.

#### Y.M.C.A. SCORE WIN OVER KOWLOON.

#### HAYWARD AND FINCHER IN FORM.

#### INTERPORT TRIAL MATCH.

#### INTERPORT TRIAL MATCH.

#### HAYWARD AND FINCHER IN FORM.

#### INTERPORT TRIAL MATCH.

	O.	M.	R.	W.
Capt. A. G. Dobbie	7	8	12	8
C. D. Wales	5	1	16	2
Lt. J. B. A. Hankoy	9	1	26	2
E. F. Goodwin	4	1	14	2
W. Brace	3	2	3	2

	Interport XI.
A. W. Hayward, c. Lammert, b. Dynes	50
W. Brace, b. Reed	35
E. C. Fincher, not out	35
A. W. Ramsey, not out	7
Extras	0

Total (for 2 wkt.)	118
Pearce, Dobbie, Sayer, Dale, Hankoy, Goodwin and Wales to bat.	118

Bowling Analysis.	O. M. R. W.
Capt. E. W. Morris' XI	0 6 1 17
Dynes	9 3 24 1
W. Brace	5
E. C. Fincher	35
A. W. Ramsey	not out
Extras	0

Police v. Craigengower.	O. M. R. W.
Capt. Erskine	6 1 17
E. B. Reed	9 3 24 1
Lt.-Comdr. Thomson	5
Capt. Thorp	6 24 1
Lt. Dynes	5 18 1

Police v. Craigengower.	O. M. R. W.
Capt. Erskine	6 1 17
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
Police v. Craigengower.	O. M. R. W.
Capt. Erskine	6 1 17
E. B. Reed	9 3 24 1
Lt.-Comdr. Thomson	5
Capt. Thorp	6 24 1
Lt. Dynes	5 18 1

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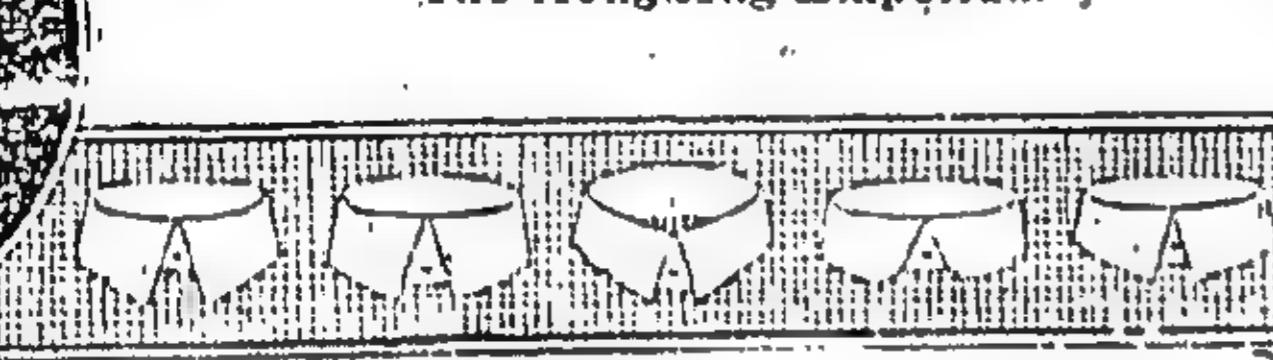
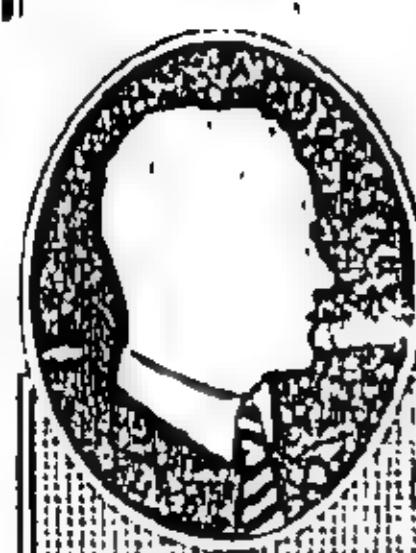
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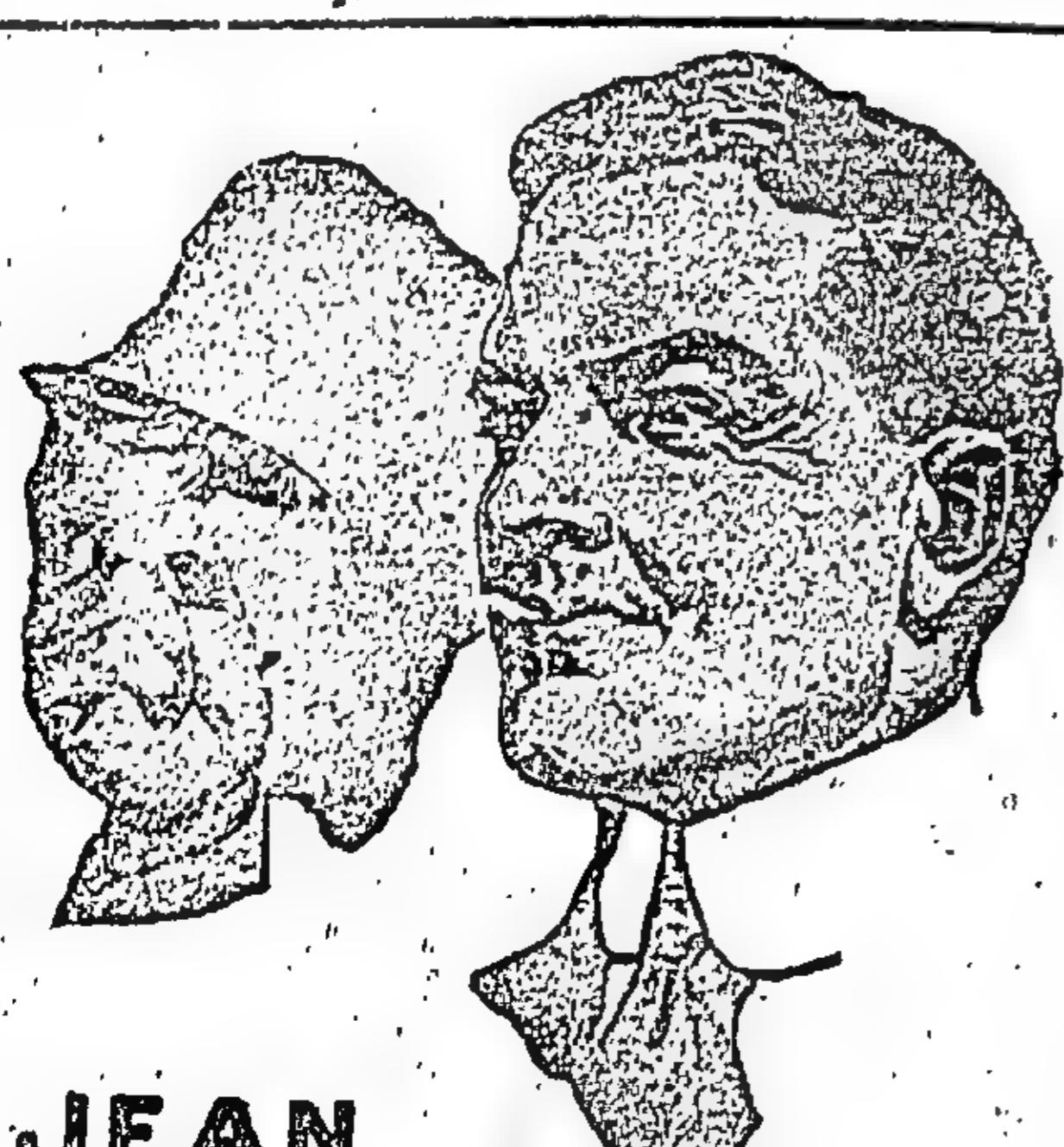
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## TABAQUERIA FILIPINA

LEADING TOBACCONISTS IN THE FAR EAST

## WITH THE STARS AT HOLLYWOOD.

## LATEST NEWS ABOUT THEIR DOINGS.

## DOLORES DEL RIO AGAIN.

Hollywood: "Is it burlesque?" seems to be the thought uppermost in the minds of film producers these days, with the trend toward bigger and funnier pictures. Charley Chase is one comedian who doesn't always agree with his boss, Hal Roach, however. And when there's a difference of opinion as to what should be done, Charley usually has his way. The comedian is one of the few comedy stars who insist upon sincerity in their stories and characterizations. Chase will not work in a story with impossible angles and he also tabooes freaky make-ups.

"My dominating idea in comedy work is to make everything believable," he declares. "I like to think that every man in an audience could imagine himself in my character—and also in the same situations."

"As soon as a character is burlesqued or dressed in an impossible manner, the sincerity of the story is lost. For example, if we are using an Indian in a film, I want him to be an Indian. The idea of making him up with a set of impossible whiskers because some persons might consider the make-up funny is all wrong."

"Many comedies in my opinion are ruined by this tendency to exaggerate stories and appearances of the characters. I don't mean that there should be no exaggeration whatever because sometimes situations must be stretched a little. But the burlesque stuff is out as far as my films are concerned."

Chase has followed his ideas pretty closely himself and Charley is what Hollywood terms a success. He has just completed a two-reeler based on aviation, it being one of the dozen flying "quickies" made since Lindbergh's sensational achievement.

## Miscellanea.

Wandering around the cinema town: Tom Geraghty and his daughter, Carmelita, just driving. Carmelita, like her father, has done a lot around the movie studios . . . she's working in comedies now . . . but her ambition is to become a Cecil B. DeMille star.

Grauman's Egyptian theatre, six months ago one of the most famous movie houses in America . . . only the best of Hollywood's products were shown there . . . now, it has become a second-run theatre . . . Mary Astor and Ben Lyon going into the Montmartre . . . Mary's pictures certainly don't belie her beauty . . . she is a lovely creature, even though sometimes a bit upstage.

Marion Davies driving toward her studio . . . wonder if another star will ever have as palatial a dressing bungalow as she has . . . Marion Nixon and Laura LaPlante going into Henry's . . . Henry, one of Charlie Chaplin's staunchest friends, has the second best-known cafe in the film hamlet . . . there go Jack Hoxie and Nita Cavalier . . . Sally Rand talking to Jim Mitchell, a newspaper writer.

Here comes Colleen Moore . . . who does insist upon telling me of her exciting vacation in New York . . . Colleen walked out on First National when her husband, John McCormick, quit . . . and she returned at a salary \$2,500 a week higher than her previous one . . . few actresses in Hollywood could get away with it, however . . . Sally Eilers and Matty Kemp coming out of a neighbourhood theatre . . . they sure make a good looking couple . . . almost another Janet Gaynor-Charley Farrell combination.

Dick Arlen and his bride of not long ago, Jobyna Ralston . . . Dick and Jobyna played the best love scene I have ever seen for "Wings" just three hours after they were married . . . and it all landed on the cutting room floor . . . Corinne Griffith going into the United Artists studio . . . Clara Bow with her red hair flying in all directions as usual.

## Fox Productions.

William Fox is continuing to show other film producers how to make money. Right now he has two pictures in preparation that will be sequels to two of the biggest money-makers in screen history. Laurence Stallings and Maxwell Anderson are now busy writing "The Cock-Eyed World" as a sequel to their "What Price Glory." Raoul Walsh, who directed "What Price Glory," will again handle the megaphone and his cast will include Dolores Del Rio, Victor McLaglen and Edmund Lowe.

Fox's second smart move was to pair Charles Farrell and Janet Gaynor for the second time, in "Lady Cristinda." Frank Borzage, who directed them in "Seventh Heaven," will again do the bossing. Borzage can get

## "RAG" MELODRAMAS.

## UNDERGRADUATES AS FILM PRODUCERS.

"London, Oct. 14. Two films presented yesterday at a trade performance at the London Hippodrome, W.C., "Silence" and "Saucy Suzanne" form a singular contrast.

The first is not only a British film, but also one produced by a group of Oxford undergraduates at a cost of only £300. It deals with the cure of a girl—Countess Inn. Bubna takes this part—who is dumb, the cure being obtained by shock.

The producers, Messrs. Hugh Brooke and John Greenidge, describe the film as a two-reel melodrama in a fantastic setting. The trouble with it is that it is a little too much of a "varsity production, a little too much of a "rag." You must have a "varsity training or something pretty equivalent to appreciate the eddying about of the film in melodramatic scenes which laugh at themselves. The general public will be puzzled. On the other hand this short picture is full of alacrity and effort. It needs more subtitles to rescue it from point to point as it is."

The boyish haphazardness of this film is far superior to the cheap sophistication of "Saucy Suzanne," a German Ufa production. Here we have accomplished picture-taking wasted upon a story centring round an actress who loses some of her underclothes. An unpleasant note runs through this film and the attention of the film censors might well be directed to some of the subtleties. Altogether the piece is a melancholy example of the employ sometimes made of the cinematographic act.

"A Woman in Pawn," a new Gaumont British film shown privately in London yesterday, is based upon a play by Mr. Frank Stayton, and proves that Britain can hold its own in the production of good "feature" films.

more out of those two "kids" than any other director in filmland.

Everyone in Hollywood has a hobby. Robert Edeson is collecting hats. He now has more than 70 varied styles of headgear. And he has used all of them at one time or another in pictures.

Zion National Park, Utah—Hollywood—for a moment.

Such is a fitting description of a canyon here, high in the mountains and 65 miles from the nearest railroad station. It is here, in the most gorgeous setting imaginable, that a small band of movie folk are filming part of Helen Hunt Jackson's novel, "Ramona."

Edwin Carewe wanted the most beautiful country possible for some of the scenes in "Ramona." So he spent several weeks scouring the mountain regions of Utah and Nevada and finally picked this spot. The company arrived a few days later, travelling first by train and then by auto.

Movies Move On.

Now, this particular section of the park has the appearance of a movie studio. An exact replica of the hacienda mentioned in the book has been built here. Kleig lights are scattered around with portable dynamos to furnish their power. The usual supply of cameras is much in evidence. A three-piece orchestra is here. Make-up, puttees, megaphones and make-up boxes complete the cinema atmosphere.

Carewe spent a lot of money to bring his crew up here, but it was well spent—despite the economy wave which is supposedly sweeping the celluloid colony. Words fail when it comes to describing the scenic wonders that will serve as a background to Miss Jackson's love story! Only a camera can reveal those towering stone walls as they are.

Dolores Del Rio, who scored such successes in "What Price Glory," "Resurrection" and "The Loves of Carmen," is even more lovely as Ramona. She is a "natural" in that role.

Baxter Fools 'Em.

There was considerable talk in film circles when Warner Baxter was signed to portray the young Indian, Alessandro, one of Ramona's lovers. Movie folk said that Baxter wasn't the type for an Indian. But he fooled them.

It seems that most large productions these days bring to light new "discoveries." This one is no exception. Roland Drew, former New York newspaper reporter, who has been hanging around the film town as an actor for the last two years, is at last "coming out."

In coming to Utah to film sequences of a story supposedly laid entirely within a hundred miles of Hollywood, Carewe is merely following the precedent of other producers. They are all gifted with a complex that almost forces them to change the stories for which they pay big prices. However, the film will be far more picturesque here than it would be possible to make it in southern California.

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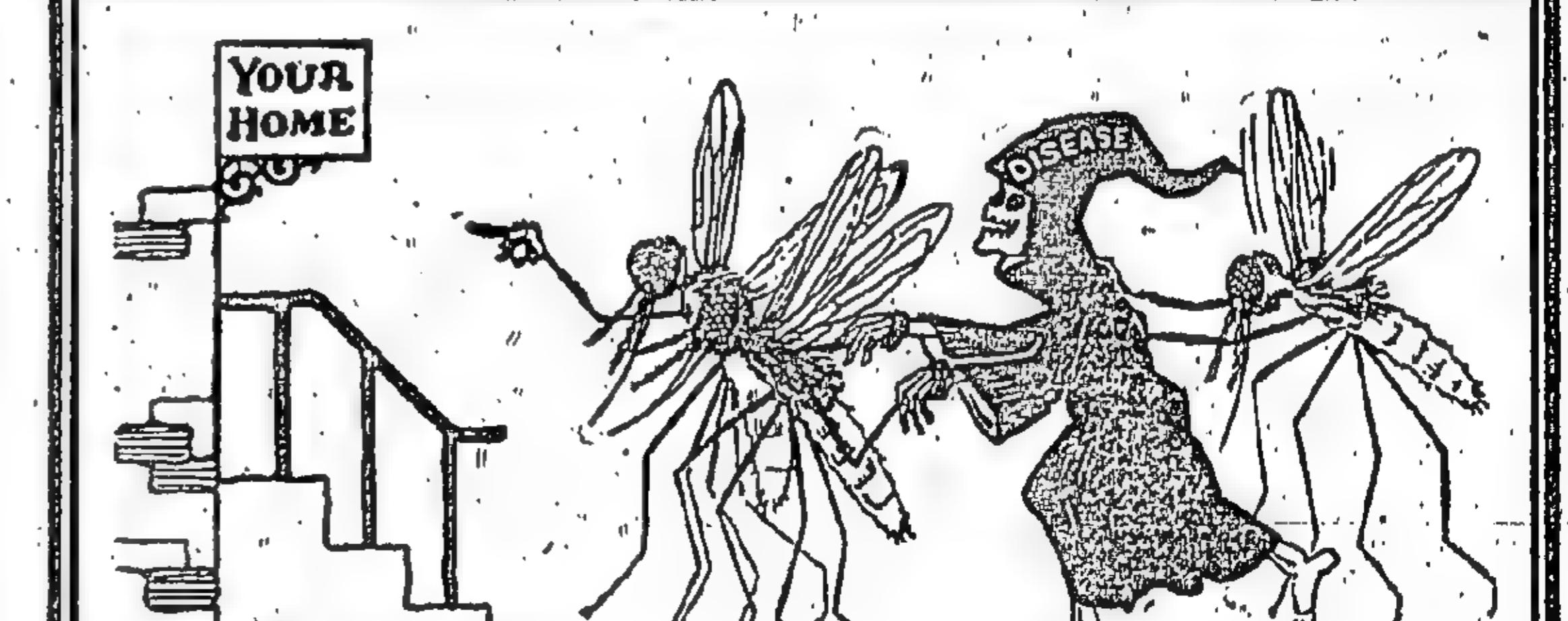
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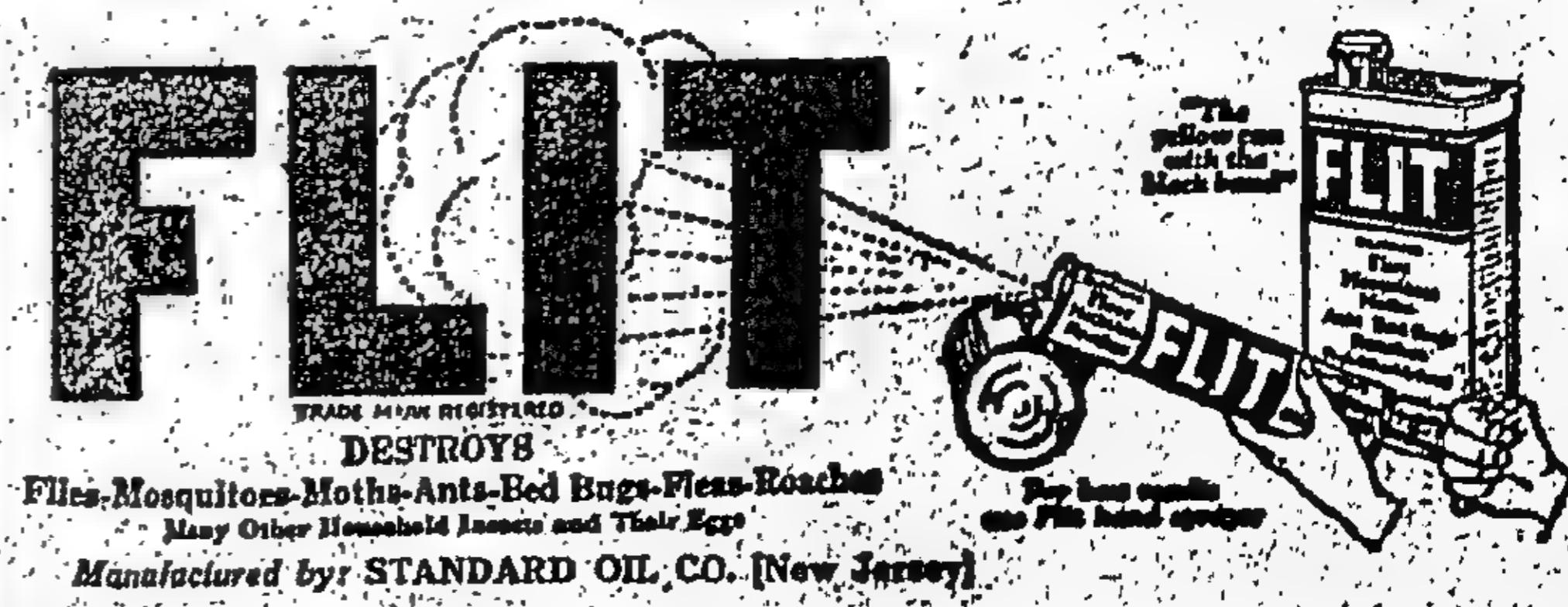
Flit spray clears the house in a few minutes of disease bearing flies, mosquitoes, bed bugs, cockroaches, ants, and

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## MANY DIAMONDS.



The formal season brings with it this new type of tiara fashioned of blue diamonds.

## FASHIONS FROM PARIS.

The latest models from the important Paris houses show several distinctive points which are white and interesting. Jenny's new wool tailleur shows a decided tendency towards a waistline. Instead of a separate skirt and blouse, her models have a long blouse on which is fastened a very short and narrow skirt joined at the hipline.

## Sports Ensembles.

Lelong is showing sleeveless sweaters with nearly all his sports ensembles, which generally have a different material for the dress and the coat, very carefully blended as regards colour. A green tweed coat, for example, has a dress of green jersey, and a sleeveless sweater of knitted green wool.

This Lelong evening dress which you can see in the photograph combines white satin crepe and white panne velvet with sparkling jewel embroidery. The spiral effect of



Three new Season's hats and three ways of wearing scarves described in detail by Joan.

The beading and the velvet is particularly good.

## Taffetas and Chiffon.

Premet is showing a lovely printed chiffon with a large navy blue pattern on a white ground, bound with blue marlin. He also has a lovely red chiffon, with dots of a darker colour, that has the fashionable upward movement in front, and is quite plain behind.

Taffetas suits are every much in vogue. Most of them are black closely about the throat.



## WOMAN'S WORLD



## MODERN JEWELLERY.

## MATRIX AND CHINESE STONES.

Jewellery of one sort or another is a necessary item of dress for the smart woman to-day. But jewellery does not necessarily mean real gems. With the coming of the flapper more feminine mode, a glittering array of synthetic jewellery has come into being. The most smartly tailored dresses are incomplete without a buckle or a tag of diamante ruby, emerald or rhinestones and the favourite short necklace of pearls has almost reached the status of a necessity rather than what is truly a charming accessory.

## Valuable Jewels.

Taste in jewellery differs among different nations. The American woman wears more than her English or continental cousin, and unlike them, she frequently wears stones of a greater intrinsic value. There are certainly many strings of real pearls worn in both London and Paris; but, with the exception of rings and ear-tuds, very little other valuable jewellery is worn except on special occasions. There are many more famous necklaces, bracelets, and tiaras, safely stored away in banks than one would guess from the glittering displays at big social functions. The fact is that most women now-a-days prefer to wear perfect replicas in place of their heirlooms, since they can then enjoy comparative peace of mind and there is no stigma attached to the use of synthetic jewellery.

## Synthetic Jewels.

It is a misapprehension, however, to call this modern jewellery false. Pearls made by the culture method are none the less genuine although the oyster has been artificially stimulated to produce them; and in appearance they are identical, even under the closest inspection of experts, to the real pearl. Emeralds, rubies and most coloured gems can be made with a coating of tone over a specially prepared foundation. There is then a want of depth and purity of tone that can only be detected by the expert, but to the untrained eye their appearance is all that can be desired.

## Non-Glittering Stones and Matrix.

With the growing trade in ensemble jewellery and the ready acceptance of manufactured gems, the less valuable stones and matrix have come into renewed favour.

We are particularly lucky here as those charming necklaces of mixed Chinese stones can be bought very reasonably as well as jade, crystal, amber and cornel.

All over the East small unset stones can be purchased more cheaply than at home, and there is now a flourishing industry concerned with the setting of customers' own stones or beads according to their particular fancy.

## The Importance of Jewellery.

No one can deny the supreme importance of cut in the new season's fashion, but jewellery plays also a very important part. An unassuming dress may gain in importance by the addition of a buckle, belt or pin, of real or synthetic gems.

The fashion for beads and ensemble jewellery is very helpful in yet another way to those whose wardrobe is somewhat limited, for with the assistance of a different set of jewellery one frock may be made not only to serve a variety of purposes but to look entirely different.

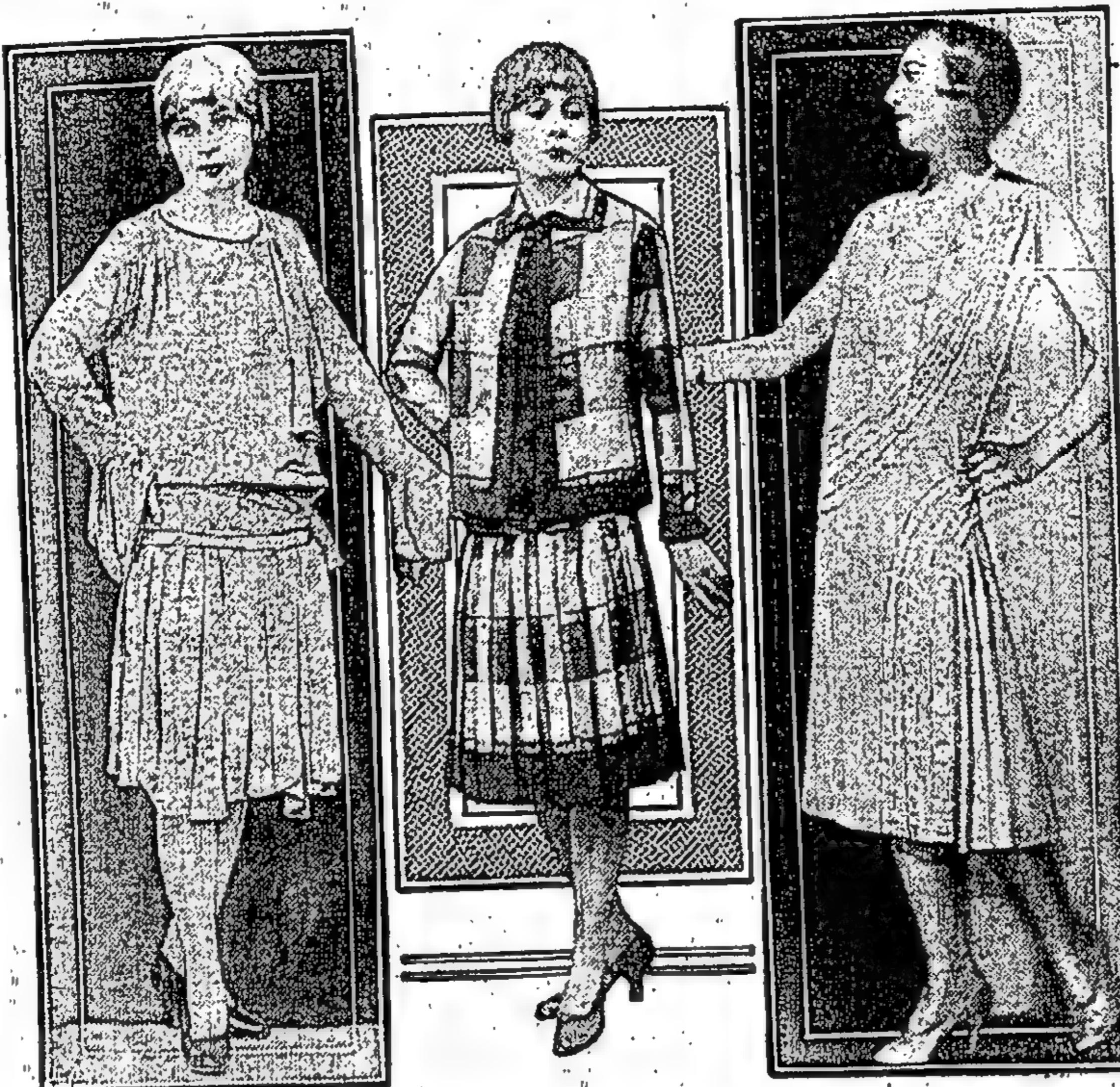
And made as simply and severe as the tailleur in wool, but the blouses to accompany them are very frilled and feminine, having the most exquisite hand embroidery and hemstitching to finish them. Tiny bands of white chiffon or crepe-de-chine set together with faggotting are very smart for fronts and cuffs.

A Premet taffetas suit has a jacket and skirt of blue and white in very large checks. The short straight coat is bound with navy blue and has a blouse of the same coloured georgette. The skirt is finely pleated all round.

Most of the suits shown to-day in Paris have high necked blouses to wear with them. Jenny is particularly featuring the collar; if there is no collar, she achieves the same effect by scarf ends that are tied closely about the throat.

## WHAT IS NEW FROM PARIS.

## SPORTS AND AFTERNOON ENSEMBLE.



Left, flowered chiffon with jabot and flaring cuffs; centre, a affeta jacket suit, blue, and d white panne velvet.

## OVER THE TEACUPS.

## Try This.

I wonder if any of you have tried making fruit salad from the dried fruit one is always inclined to eye with doubt when one sees it in shops? It seems a case for someone else to tackle, and one does instead to expensive tins of fruit salad. I find, however, that from any store one can purchase pears, nectarines, apples, apricots and prunes dried. Of course we have always had prunes, but it is the other fruit we have been reluctant to tackle, is it not? Well, having got your miscellany of fruit, soak it for twelve hours. Then use



Augustas John, A.R.A.

the water in which the fruit has soaked to make a syrup, allowing half a pound of sugar to every pint of liquid. Stew the fruits slowly in this syrup, but do not let them break. Now, if you want this to be really extra special, and you are not "prohibition" by force of circumstances or inclination, a little sherry added in the course of the cooling process will be a wonderful improvement. Whipped or plain cream is the ideal accompaniment to the dish.

While I am on the practical side of things, I must not forget to tell you of an excellent Madeira Cake mixture I have discovered. Its chief recommendation is that it is suitable for the nursery, as well as the drawing room. Cream a quarter of a pound of butter and a quarter of a pound of sugar together; then break in one whole egg and beat lightly for two or three minutes; then add another egg and repeat the process; and yet another—making three in all. Sift into this mixture half a pound of flour very lightly, and add one tablespoonful of milk. This quantity will take about an hour to bake in a moderate oven. If you care to split it up into little moulds and

add water icing, you will bring much joy into the hearts of the juveniles. I am making a collection of recipes for the Christmas party which I will give you when the time comes.

## Is That So?

Our picture of Augustas John, arch priest of the Chelscates. Apart from the fact that he is a brilliant painter, he is a personality, and was—before he became a Royal Academician in 1921—one of the most devastating critics of the Royal Academy. It is possible that he still is so—only necessarily with more moderation. He has a country house at Fordingbridge in Hampshire and a villa at Martique, and he divides his time between these and the Chelsea abode, according to his fancy and necessity for inspiration.—But—it is with Chelsea—where he is a figure known and venerated by the humbllest inhabitant, even to Saturday night stall holders—that he is inevitably associated.

It is interesting to note that the Duchess of York, when inspecting a mannequin parade in her native country, where she and the Duke and the little Princess are at the moment staying, expressed her admiration for gowns with long, *rouffant* skirts. The Duchess's approval is not surprising, for if any type of beauty is suited to the Royal Academy. It is possible that he still is so—only necessarily with more moderation. He has a country house at Fordingbridge in Hampshire and a villa at Martique, and he divides his time between these and the Chelsea abode, according to his fancy and necessity for inspiration.—But—it is with Chelsea—where he is a figure known and venerated by the humbllest inhabitant, even to Saturday night stall holders—that he is inevitably associated.

With a meal every four hours during the day, two bathing operations, and an hour's walk, even the mother who looks after her baby herself has plenty of energy, and free time for other work. A baby is all the better for a little whole-some neglect and quiet life.

## The Good Chief.

To run a business efficiently does not mean however that you undertake one man job. The Taipan who runs a successful business is not expected to sweep the floors, be his own stenographer or answer the telephone. That is the mistake so often made when talking of home-making as a career for women. Many of the best run homes and best brought-up children are left to a certain extent to employees.

The really efficient chief is not the man or woman who is indispensable, without whom the machinery of the business would cease to function.

## Wasted Brains.

The servantless, nurseless household is not an ideal, it is a necessity. Moreover, many women with a sound education and a business instinct are wearying themselves to

## A BABY AND A CAREER.

## IS WOMAN'S PLACE THE HOME?

"No woman can run a baby and a business at the same time. A baby is a whole time job." Thus said Miss Storm Jameson, but a large number of women manage to do so more or less successfully. Incidentally the novelist is herself a wife and a mother, is she admitting to a badly run baby I wonder?

However this may be, it cannot be denied that many of those women who have had the most successful careers have been mothers and good mothers too. Another novelist, Hilda Vaughan, whose first book "The Battle of the Week" made a considerable sensation, has produced two children and three books in little over three years. Gladys Cooper has two lovely children who show no signs of maternal neglect; and another actress, Mabel Russell, whose photograph with her two small but sturdy sons appeared in a recent issue of the *By-stander*, manages to find time for a third career. She is Mrs. Hilton Phillips, a Conservative member of Parliament.

## The Gift of Motherhood.

The reason is not far to seek. The average woman is mentally and physically incomplete until she has fulfilled her great function of maternity. With womanhood comes a stability and strength which makes her more fitted for a career than her unmarried sister.

The maternal protective instinct is another factor to be considered. Motherhood, the sight of the helpless baby dependent on her, fills a woman with a desire to take a share in the burden of the money providing, to improve her own earning capacity in order that the child may have every advantage that money can provide.

## Storm Jameson and Her Baby.

What exactly does Storm Jameson mean by "running a baby"? She went on to describe in her article from which the opening words of this are taken, a period in her life when she had sole charge of her child. Circumstances were particularly difficult. She was living in a house four or five miles from the nearest shop, domestic help was unobtainable, and she had to run a husband as well as a house and child.

Now this is obviously not a fair case on which to base so sweeping an assertion. Miss Jameson's baby cannot be said to have been a whole time job, or she could not have found time for the cooking or the cleaning demanded by man and house.

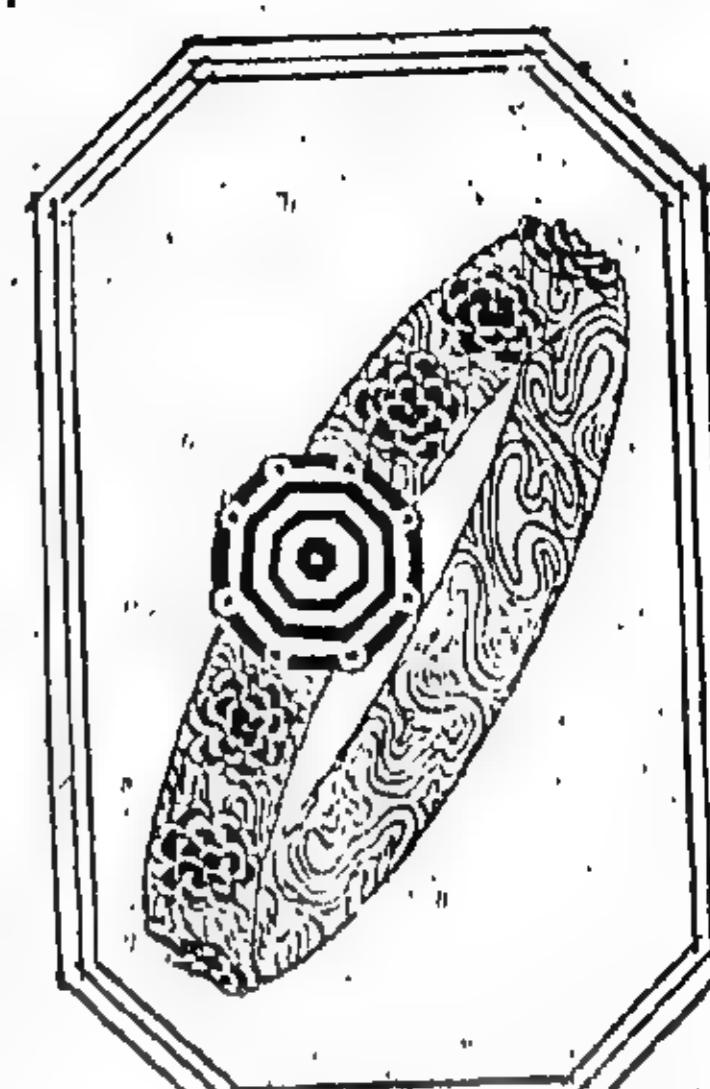
## A Well Trained Baby.

A well run baby means a well trained baby, and a well trained baby is not a full time job in itself.

There is no reason against, and every reason for, training a baby from the very first to spend the greater part of its day lying in its pram in a sheltered spot out of doors. The baby probably wakes about six o'clock, and should, after its first meal, be content to lie in its cot for an hour till its mother is up and dressed. Baby can then be dressed and put into the pram, to be taken up after breakfast for a bath and a meal, after which it will sleep again for a couple of hours or so. An hour's walk in the afternoon should leave the baby ready for another sleep in the garden and a well-trained baby is bathed and in bed by 6.30 at the latest.

With a meal every four hours during the day, two bathing operations, and an hour's walk, even the mother who looks after her baby herself has plenty of energy, and free time for other work. A baby is all the better for a little whole-some neglect and quiet life.

## GRECIAN BELT.



A metal spiral belt of Grecian design is the important feature on a new gown by Jenny.

## LIZARD SKIN FOR COATS.

## DYED LIZARD SKINS.

Dyed lizard skin is a Paris novelty which is certain to catch on. Coated of lizard in darkish blue or brown, chic little hat to match; they are immensely attractive, and they go well with simple plaited frocks of heavy crepe or very fine serge. You can have your shoes to match your lizard coat, and also your handbag, but in this case the hat should be made of a different material. Matching must be done with great care; it must never be over-done.

## Lizard in Salmon Tint.

One West End manufacturer is selling coats of lizard and python, which can be had in various colours. It is somewhat surprising to learn that salmon shade is "easily the favourite." The cost is from 32 to 40 guineas. Skins for hats and shoes are supplied to match.

A well-known Bond-street furrier made a very good imitation lizard skin coat from a sheared sheepskin, lizard markings being easy to reproduce in that particular hide.

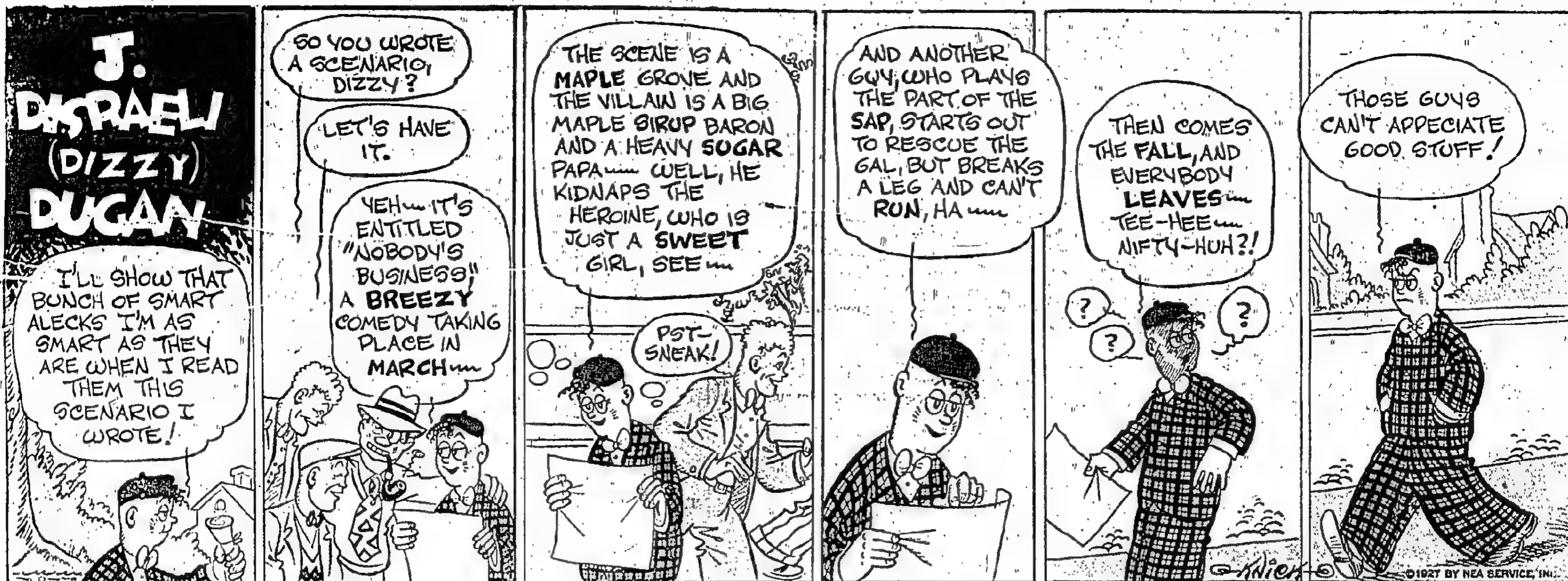


A charming little jumper in green silk, stenciled with a design of leaves and fruit. The time in the stenciled pattern is novel, and calculated to give height.

death in a ceaseless struggle to cope with work for which they have not been trained, and which is un congenial to them because they "cannot afford help," when their half time earning capacity is probably double that of an efficient servant.

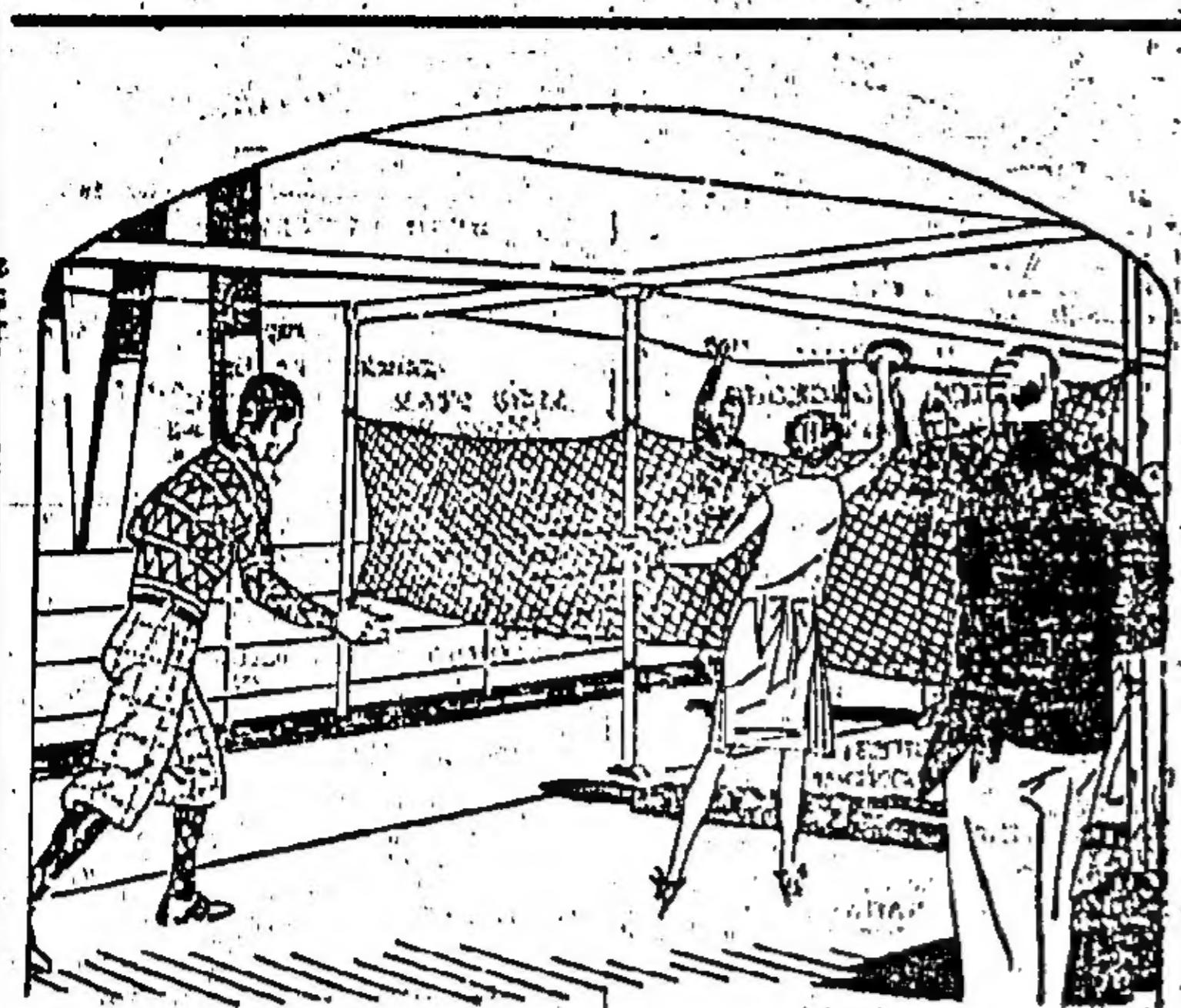
Here where servants are comparatively cheap it is even more foolish to pride oneself on running a baby. Amahs are as a general rule excellent nurses and not so opinioned as their English sisters. Besides that there are very few English women who are really fit to take sole charge of small children in a climate which must be trying to health and temper.

No Miss Jameson, a baby should not be a whole time job unless you are very inefficient at it. In which case it is better, for the child, to engage a nurse who is more capable than you are yourself.



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The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded by the trained personnel aboard the President Liners.

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Pres. Polk ... Sun., Nov. 20th, 8 a.m.  
Pres. Adams ... Sun., Dec. 4th, 8 a.m.  
Pres. Garfield ... Sun., Dec. 18th, 8 a.m.

Pres. Lincoln ... Nov. 14th, 6 p.m.  
Pres. Madison ... Nov. 20th, 8 a.m.  
Pres. Cleveland ... Nov. 22nd, 6 p.m.

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Sailings from Canton—Daily at 8 a.m. and 4 p.m. (Sundays 4 p.m. only).

The 4 p.m. Steamer from Canton (SUNDAY EXCEPTED) on arrival in Hongkong berths at Wing Lok Street Wharf.

All Steamers will, as usual, leave for Canton from the Hongkong Wharf.

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FROM HONGKONG: FROM MACAO:  
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**SUNDAY EXCURSION 13TH NOVEMBER 1927.**  
HONGKONG TO MACAO | MACAO TO HONGKONG  
9.00 a.m. "SUI AN". 4.00 p.m. "TSUAN".

Above Sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

### BREAK HEALED. CHIANG AND WANG ARE RECONCILED

Canton, Nov. 11. Marshal Chiang Kai-shek, who is returning to China from Japan will resume active service with the Kuomintang and will co-operate again with Wang Ching-wei. Marshal Chiang and Mr. Wang, who had been the foremost military and political leaders of the Kuomintang had some "misunderstanding" when they were in Canton which was chiefly responsible for the Kuomintang split. T.V. Soong's recent visit to Canton was to arrange for a reconciliation between these two leaders. A personal letter from Chiang was brought by Soong to Wang, in which the military leader earnestly requested the civil leader to forgive and forget all wrongs during the past. It is understood that Mr. Soong's visit has been a most successful one for not only are Wang and Chiang willing to co-operate again, but will admit Mr. Hu Han-min into their fold and thus form a triangular alliance.

Speaking before the students of the Whampoa Academy yesterday when Mr. Wang paid the military institute visit, the Kuomintang leader declared that Marshal Chiang is returning to Shanghai and he expects to meet him there shortly. Mr. Wang pointed out that Marshal Chiang broke with him once when they were both in Canton but when Chiang reached the Yangtze valley he saw the necessity for reconciliation and invited him (Wang) back. When he returned to Shanghai, Mr. Wang continued, he was told by Chiang and Hu Han-min, Wu Chi-fai, and others of the necessity to get rid of the Reds, but they differed as to the methods through which the Reds should be overthrown.

### Chiang's Foresight.

Marshal Chiang foresees that the Reds would cause danger to the Party. I now agree with his methods in dealing with them, which I formerly thought too drastic. I confess that I was mistaken in differing with Marshal Chiang, but now we have forgiven each other."

At the conclusion of his speech, Mr. Wang stated that he and Marshal Chiang will meet shortly and would be able to co-operate in serving the Nation and the Party.

Wu Chi-fai, another prominent Kuomintang leader, who recently retired from Nanking together with Wu Han-min and Marshal Chiang, has written to Wang Ching-wei highly favouring the calling of the Fourth Kuomintang Conference, which had been proposed by Mr. Wang. In his letter Mr. Wu gives a full review of the recent Nationalist split.

Ku Mang-yu, Wang Fat-kang and a number of other Central Kuomintang Commissioners of Hankow have arrived to join Wang Ching-wei. After the arrival of these commissioners, another meeting of the Central Commissioners in Canton was held in Wang Ching-wei's residence to further discuss the

### OBITUARY.

#### FORMER ADVISOR TO CHINESE GOVERNMENT.

London, Nov. 11. The death is announced of Sir Walter Caine Hillier, K.C.M.G. O.B.E. is best known in the Far East as having been the advisor to the Chinese Government from 1910 to 1919. Born in Hongkong in 1849, he was the son of Mr. O. B. Hillier, who was educated at the Bedford Grammar School and at Blundell's School, Tiverton. He was appointed student interpreter in China in 1870, and in 1879 became assistant Chinese secretary at Peking, holding that position until 1881. From 1885 to 1899 he was Chinese secretary, and from 1899 to 1900 Consul General in Korea. In 1900 he was appointed military advisor to the Chinese Government and for the services he then rendered was mentioned in dispatches and awarded a medal. Returning to England he became professor of Chinese Language and How to Learn It and an English-Chinese Dictionary.

matter of the coming Kuomintang Conference. The meeting which began shortly after noon yesterday lasted till late in the evening. Although no result has been announced it is understood that Mr. Wang and his colleagues in Canton are shortly to issue a manifesto on the subject of the settlement of the disputes in the Kuomintang Party.—A Correspondent.

### Meet in Shanghai.

Shanghai, Nov. 11. Tan Yen-ka, (chairman) and C.C. Wu, Ho Ying-ching, Li Chung-ching, Chen, and other commissioners of the Nanking Government yesterday issued a circular telegram replying to one recently sent out by Canton suggesting holding the Kuomintang Conference in Canton and abolishing the Nanking Special Kuomintang Committee.

The Nanking Commissioners declared that since the Special Committee had been created in accordance with the decision of a joint conference of the Commissioners from Nanking, Hankow and Shanghai it is legal and could not be abolished or suspended unless by authority of the Fourth Kuomintang Conference.

They highly favour the proposal of Wang Ching-wei and other Central Commissioners to call the Fourth Conference but suggesting that the seat for such a conference should be Shanghai and not Canton as was suggested. The Nanking Commissioners request that the commissioners in Canton as well as those in other places should come to Shanghai to attend the conference without delay.—Wah Kiu Yat Po.

### LADY COBHAM TO FLY.

#### WILL ACCOMPANY HUSBAND ON AFRICAN TRIP.

London, Nov. 11. Lady Cobham will accompany Sir Alan Cobham on a flight of 20,000 miles round Africa, which he begins next Thursday from Rochester. She is going as a member of a crew of six which the flying boat Singapore will carry and, in addition to assisting her husband in keeping detailed records of the flight she will supervise the cooking for the crew.—British Wireless.

### KING OF IRAK.

#### LONG DISCUSSION WITH SIR AUSTEN CHAMBERLAIN.

London, Nov. 11. The King of Irak paid an official visit to the Foreign Office last night and was received by Sir Austen Chamberlain. His Majesty was accompanied by his Prime Minister and the whole question of the deflations between the two countries was discussed for about two hours. The King Feisal will visit Lancashire on Monday week.—British Wireless.

### SIR CECIL CLEMENTI.

#### ENTERTAINED BY CABINET MINISTERS.

Peking, Nov. 11. The Peking Cabinet Ministers entertained the Governor of Hongkong, Sir Cecil Clementi and Lady Clementi last evening at the Wahchilao Building. The well known actor Yang Shao-hao gave a performance to entertain the distinguished foreign visitors.—Wah Kiu Yat Po.

### BOARD OF TRADE.

#### OCTOBER RETURNS SHOW INCREASES.

London, Nov. 11. The Board of Trade returns for October show imports amounting to £105,030,630, an increase of £3,603,190 as compared with September, and exports amounting £61,167,114, an increase of £544,975.—Reuters.

### POLAR CAKE

#### IT'S QUALITY THAT COUNTS.



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"CALCHAS" 15th Nov. Mar'les, London, B'dam & Hamburg  
"SARPEDON" 30th Nov. Mar'les, London, B'dam & Glasgow  
"NIOMED" 13th Dec. Mar'les, London, B'dam & Hamburg  
"PATROCLUS" 27th Dec. Mar'les, London, B'dam & Glasgow  
Via Casablanca

### LIVERPOOL SERVICE

"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow  
"PELEUS" 21st Dec. Genoa, Havre, Liverpool & Glasgow  
"CYCLOPS" 20th Jan. Genoa, Havre, Liverpool & Glasgow  
"MENTOR" 20th Feb. Genoa, Havre, Liverpool & Glasgow

### PACIFIC SERVICE

Via Kobe & Yokohama  
"TALTHYRUS" 24th Nov. ... Victoria, Vancouver & Seattle  
"ACHILLES" 17th Dec. ... Victoria, Vancouver & Seattle

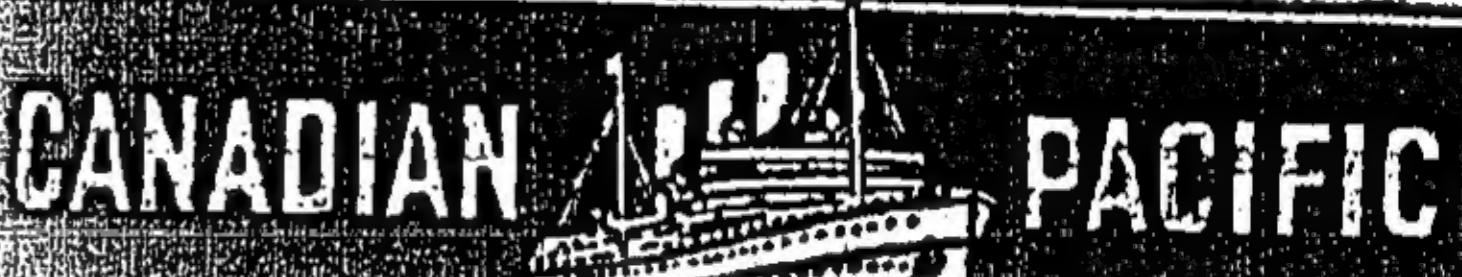
### NEW YORK SERVICE

"PHYMUS" 26th Nov. ... New York, Boston & Baltimore  
"MACHAON" 18th Dec. ... New York, Boston & Baltimore

### PASSENGER SERVICE

"SARPEDON" 30th Nov. ... Singapore, Marseilles & London  
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Steamship "CARNARVONSHIRE" (Via Oran) 28th Dec.

Steamship "GLENIFER" (Via Oran) 25th Jan.

Steamship "GLENSANDA" (Via Oran) 22nd Feb.

To Shanghai, Kobe, Yokohama & Vladivostock.

Steamship "CARNARVONSHIRE" 12th Nov.

Steamship "PEMBROKESHIRE" 29th Nov.

Steamship "GLENIFER" 8th Dec.

Motor Vessel "GLENOGLE" 22nd Dec.

Steamship "GLENSANDA" 12th Jan.

For freight, passage and further particulars apply to—**JARDINE, MATHESON & CO., LTD.**, Agents.

General Managers

For Freight & Passage apply to—**GLEN LINE**, Agents.

Due Hongkong to London 282.

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**ANNUAL E.A.S.M.A.  
DINNER.**

(Continued from Page 4.)

Lieut. Col. Hayley Bell they had

selected the right person as the

head of the Association. So long

as he was there the day by day

prosperity would have no effect on

the Association (Applause).

Proposing the toast of the or-

ganisation he said the Association

was inspired by the highest ideals

— ideals which he said were the

altruist, doubt that the officers

and members would keep ever in

view and so long as they kept them in view the Association

would continue to flourish. Its

activities were manifold and won-

derful.

Representative Body.

Lieut. Col. Hayley Bell reply-

ing said the E.A.S.M.A. was

a haphazard collection of ex-Servicemen

who took part in the war. He

had been astonished to find an

enormous amount of ground they

had covered. There were 400

members representing 96 units

of every regiment in the Army

and men from the Dominions and

Colonia

The task of the Commission calls

for the highest qualities of sym-

pathy and imagination as well as

endless patience, strict im-

partiality, industry and courage.

"I am upon my part in this

duty intensely desirous to give

the service I can to India and to

Britain and while I am deeply con-

scious of my own shortcomings I

am going to do my best." British

Wireless.

**INDIAN PROBLEM.**

GREAT RESPONSIBILITY OF

BRITISH GOVERNMENT.

London, Nov. 11.

Sir John Simon (Colonial),

representative of the Indian

Parliament, before the Indian

Statutory Commission of which he

is chairman. He says the Brit-

ish Parliament has a tremendous

responsibility to the peoples of

India. It is a responsibility which

cannot be denied or evaded for it

is rooted in history and in the

fact of the world of to-day.

Therefore the future of India is

in one of peaceful progress and

development both in India and in

England. This can be done only

by the action of the British Par-

liament, combined with the co-

operation of India itself.

Both these are provided for by

the scheme of which the work of

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HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.

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(\$25 for thirty Tiffin Tickets can be had at the Office of the above Hotel).

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Manager.**HOTEL SAVOY**

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Hongkong.H. J. WHITE,  
Manager.**PALACE HOTEL.**

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Mrs. J. H. OXBERRY, Proprietress.

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Singapore.**HOTEL**

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**Grill****THE EUROPE HOTEL, LTD.**

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2, Duddell Street, Hongkong.**MASSAGE HALL**MRS. S. UZUNOYE  
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**ARMISTICE DAY IN LONDON.****SIMPLE CEREMONIAL AT HOME.**

London, Nov. 11. Sunny frosty weather favoured the celebration of Armistice Day in London. Their Majesties the King and Queen, the Prince of Wales, the Duke of York and other members of the Royal Family, members of the Cabinet and representatives of the Dominions, participated in the impressive ceremony at the Cenotaph.

The two minutes' silence was everywhere scrupulously observed and the "wailing" of Flanders Poppies was universal. The broadcast appeal of the Prince of Wales last evening urging all to "give little more than last year" and other appeals, including that of Earl Haig evoked a magnificent response.

The sellers of poppies started their work at midnight outside the House of Commons and in the West End.—Reuter.

**The Crowd in Whitehall.**

London, Nov. 11. The great crowd that assembles in Whitehall on Armistice Day is like no other crowd that London knows throughout the year. It assembles and stands in silence and its perfect quietude is a measure of deep emotions which are stirred in British hearts and which are mellowed but undiminished by the passage of nine years.

In the early hours of this morning people began to gather near the Cenotaph which had already been loaded with wreaths sent by British communities overseas, as far distant as Sao Paolo, Brazil and Rhodesia, and long before the service began Whitehall was again a mass of unmoving and noiseless humanity.

The same simple ceremonial as in previous years was followed. Ten minutes before it began the King arrived and stood between his sons in a hollow square around the Cenotaph formed by service and ex-service detachments. He stepped forward and laid his wreath at the base of the Cenotaph, after which others were laid by the Princes, members of the Government and representatives of the Services and from Overseas.

**Reverent Pilgrimage.**

Then with the firing of signals came the two minutes' silence. As it ended the bugle notes of the Last Post sounded, and then the crowd, led by choirs and massed guards bands, sang "O God Our Help." The service ended with the National Anthem.

Then began the long reverent pilgrimage to the Cenotaph by patient queues of people, to lay their wreaths at its base. Meanwhile a service had been held at the tomb of the Unknown Warrior in Westminster Abbey, and in innumerable churches throughout the country. Throughout the whole Empire and in British communities abroad silence was observed. This year for the first time Canberra, the new capital of Australia, was the scene of the Australian celebration.

A party of more than two hundred members of the Old Contemptibles Association, members of the original British Expeditionary Force in the Great War, observed the two minutes' silence to-day at a spot where they first came into contact with the Germans during the war. Thus yearly since the Armistice, nine years ago, representatives of British soldiers who were in the Battle of Mons have commemorated it on the spot they themselves made famous.

**Historic Broadcast.**

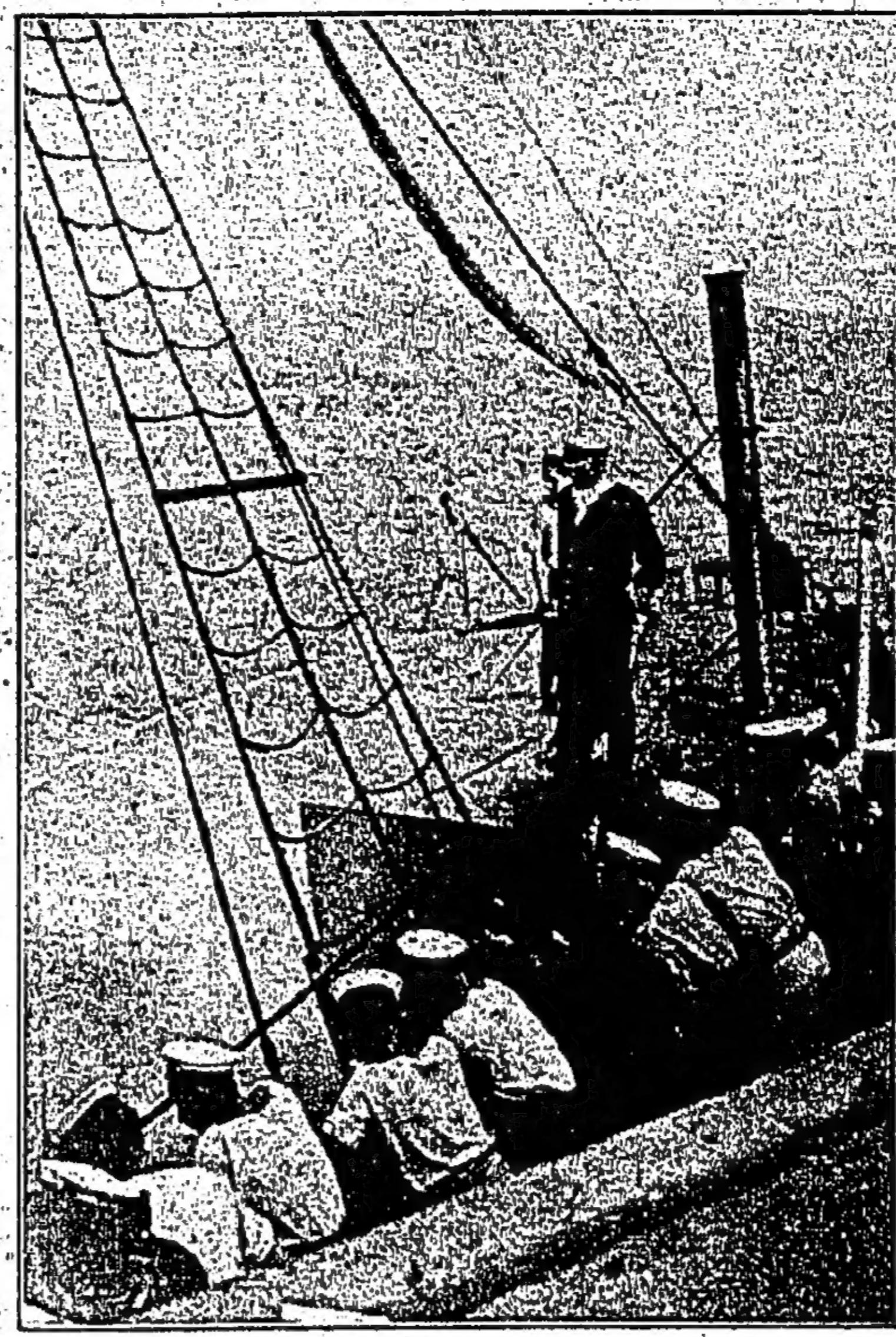
Everywhere in Britain as in many other parts of the Empire, Flanders poppies were sold to aid the funds of the British Legion, were worn in remembrance of those who survived the war only to suffer in death and misfortune from its effects.

Lust night the Prince of Wales in a moving speech, appealed for this cause. He mentioned that the sale of poppies, which in the first year, 1921, had produced £106,000, had risen annually until last year £435,000 were given. This year he asked for half a million.

Poppies are made at a special factory where only disabled ex-servicemen are employed.

To-night during the Remembrance festival at the Albert Hall, the Prince of Wales will give a short address which will be relayed throughout the Empire by short-wave telephony. The United States will also attempt to intercept and relay the speech.

"Poster publicity work is a very tricky business," said Mr. S. G. Taliento, secretary to the Empire Marketing Board, at the City of London Tradesmen's Club. "An American soap company spent £2,500 on an advertisement depicting a young woman hanging washing on a line with a baby on the grass at her feet; but every poster had to be scrapped because the artist forgot to give the woman a wedding ring." (Laughter.)

**THE S.S. IRENE PIRACY.**

This picture shows the commander of H.M.S. Delhi, directing fire fighting operations on the ill-fated s.s. Irene, which sank in Bays Bay following piracy and fire.

**Entertainments**

Romance spiced with comedy and thrills—



BEAUTIFUL, wealthy, From the story by  
spoiled. See how weak- Fannie Hurst written  
ness conquers her where specially for the  
strength fails. Star.

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